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Latitude 38

VOLUME 310 April 2003

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At Sail Expo

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Island Packet 380

At Sail Expo

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Debut at Sail Expo

The Legend Returns with the New Centurion 45 by Wauquiez

This all new performance yacht exhibits the pursuit of perfection that the Centurion line is known for. The Centurion 45 is an ideal passage maker for the performance minded sailor who refuses to compromise on design aesthetics, high quality finish work and the sailing purity of a perfectly balanced offshore yacht.

Wauquiez 40 Pilot Saloon

At Sail Expo

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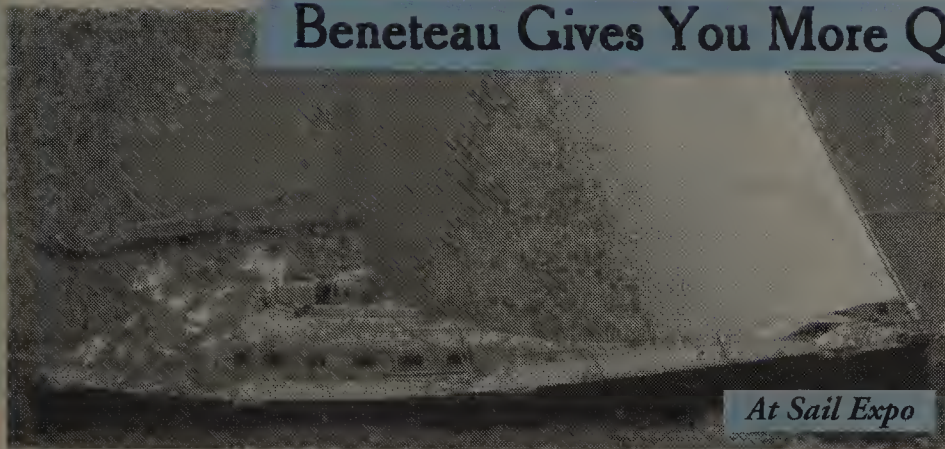
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At Sail Expo

Beneteau 47.7 by Bruce Farr

The Beneteau 47.7 is a perfect blend of elegance and performance. This go anywhere cruiser is available with various interior layouts and numerous options to customize her to your exact needs.

The Farr design team assures swift and comfortable sailing performance. The roomy interior allows plenty of room for family and guests. The efficient deck layout provides ease of handling and optimum sailing performance. With extensive standard equipment and a very generous boat show package, the Beneteau 47.7 is an outright bargain.

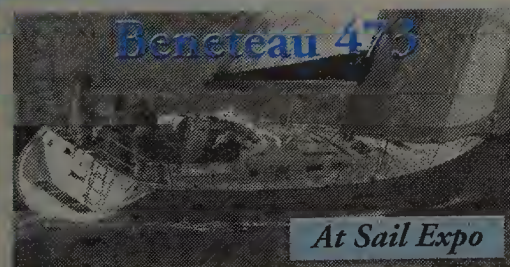


New Beneteau 423



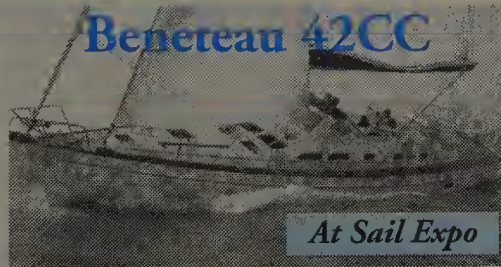
At Sail Expo

Once in a Blue Moon is a very special yacht comes along that totally captivates you. The Beneteau 423 is an elegant yacht with more standard features and value than ever before on a full sized Beneteau cruiser. This exciting new model won *Cruising World's* Boat of the Year award as the best full sized cruiser under \$250,000. The deck is easy to move around on and the sail handling is simplicity itself. The interior offers abundant light, storage, ventilation and elegant liveaboard comfort. You won't find better quality and value.



Beneteau 473

At Sail Expo



Beneteau 42CC

At Sail Expo



Beneteau 393

At Sail Expo



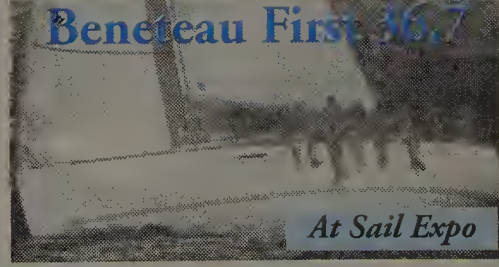
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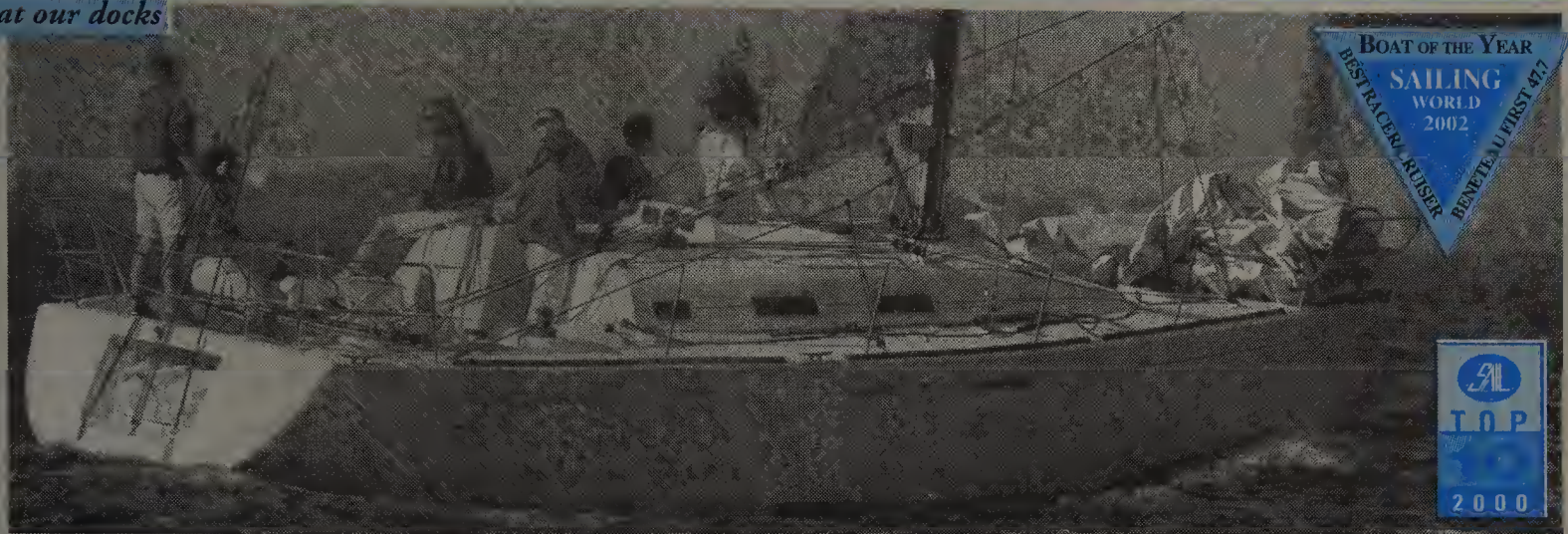
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LWL 30.3 ft

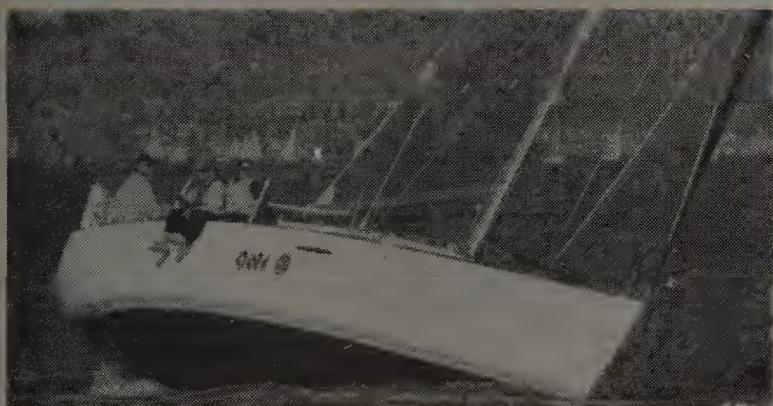
Beam 11.6 ft
Draft 7.2 ft

Displacement 11,552 lbs.
Ballast 4,037

Sail Area 665.9 ft. sq.
PHRF 72

Win Some. Lose Nothing.

The Farr Designed Beneteau First Series. Speed on the Course, Comfort on the Cruise.



A Thoroughbred Racer

Beneteau and Bruce Farr have combined their considerable talents once again to create this exciting new racer/cruiser. The new 36.7 draws upon the vast experience gained with the world beating First 40.7, which, with more than 500 boats sailing worldwide, have won more major offshore racing events than any 40-footer ever. The numerous clever design touches include a main saloon table that has a padded cover and can be lifted off so that you have a heavy crash bar to hang onto in a seaway and more room to repack spinnakers.



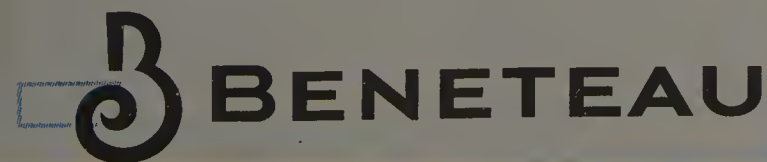
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The whole family can enjoy this elegantly appointed yacht. There are three cabins which are perfect for ocean racing or a summer cruise with the kids. The interior is beautiful, and unlike most one design classes, the 36.7 is fully equipped with everything you need to be comfortable from a full galley with refrigeration and hot pressurized water to halogen lighting and a battery charger.

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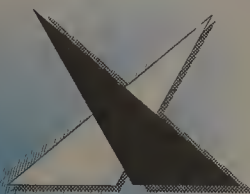
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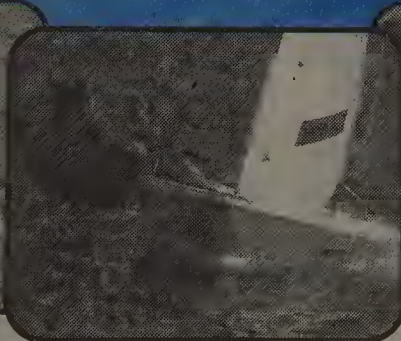
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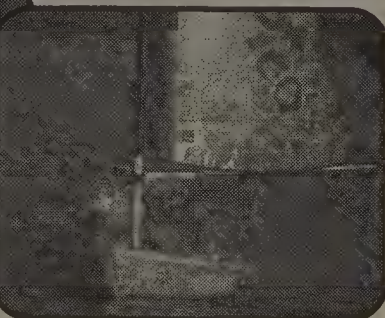
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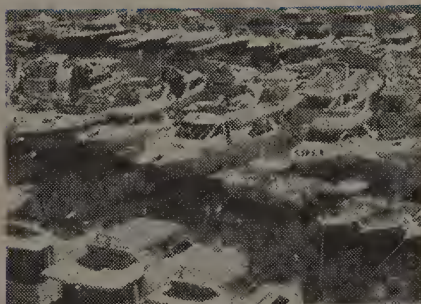
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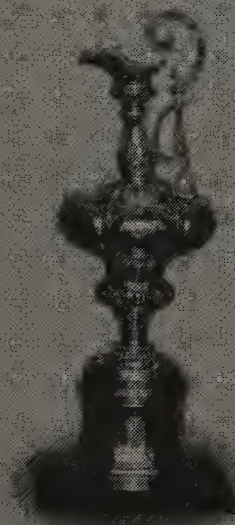
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to Rolf Vrolijk, member of the team Judel Vrolijk & Co, for his extraordinary achievements which made possible the outstanding victory of the Swiss syndicate in the America's Cup off New Zealand's coast.

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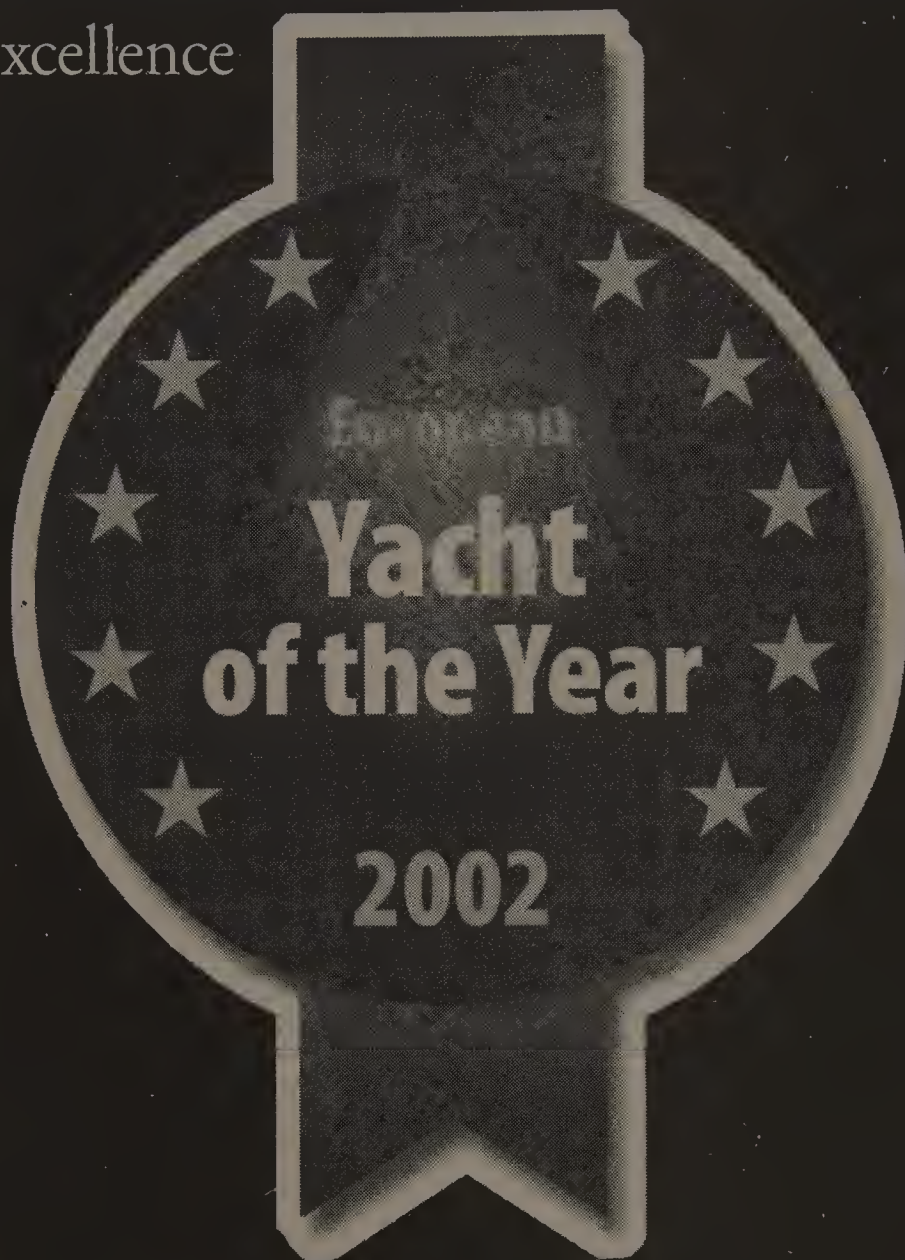
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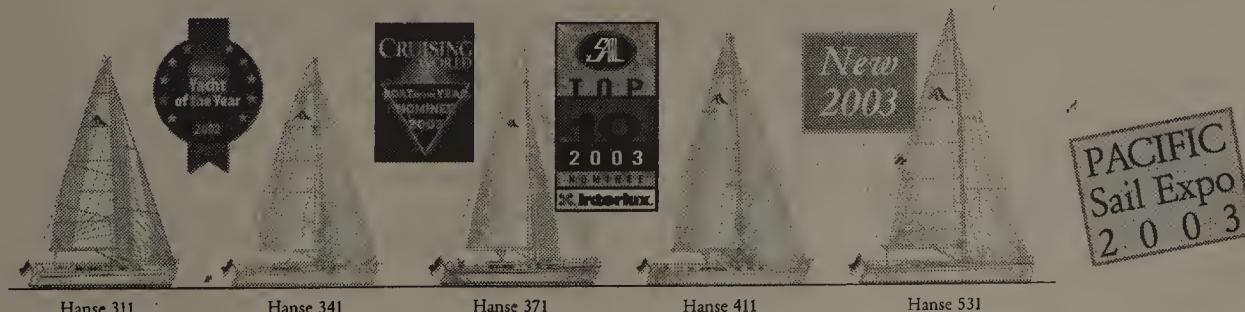
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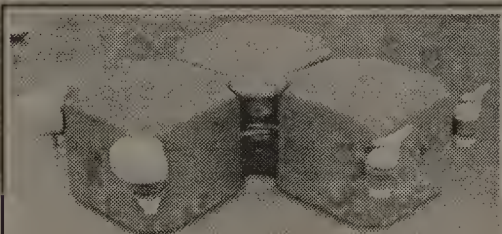
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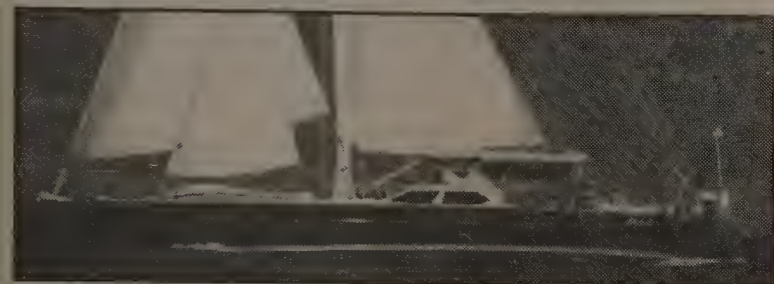
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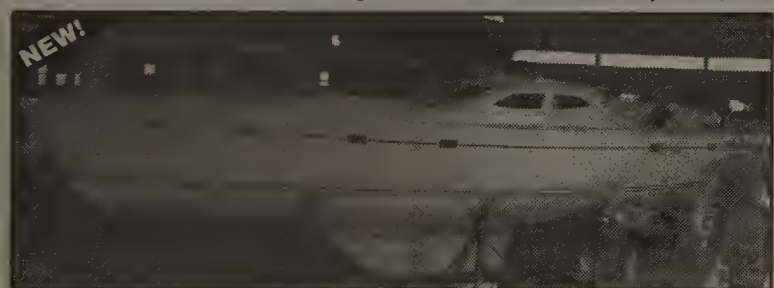


58' TAYANA DECK SALOON Powerful and fast, this large cutter will accommodate up to four staterooms. Contemporary styling and panoramic views from the main saloon. Available in center cockpit. Sailaway **\$475,000**



48' TAYANA CENTER COCKPIT

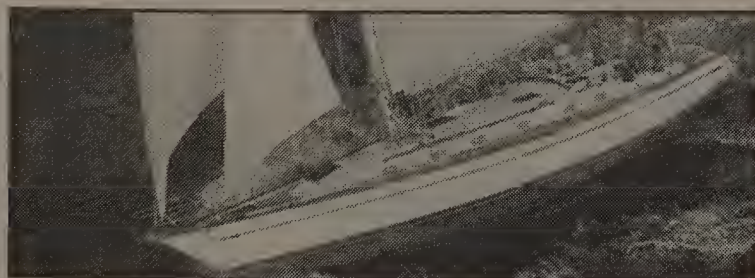
Designed by Robert Perry, this bluewater cutter offers over 1,300 sq. ft. of sail, long waterline and spacious interior. Two or three stateroom layouts. Available in center cockpit and deck saloon. Sailaway **\$330,000**



TAYANA 64 DECK SALOON Designed by Rob Ladd, this huge cutter will impress even the most discriminating yachtsman. With beautiful lines and a beam of 18 ft., this makes the Tayana 64 the ultimate bluewater sailer! Inquire.

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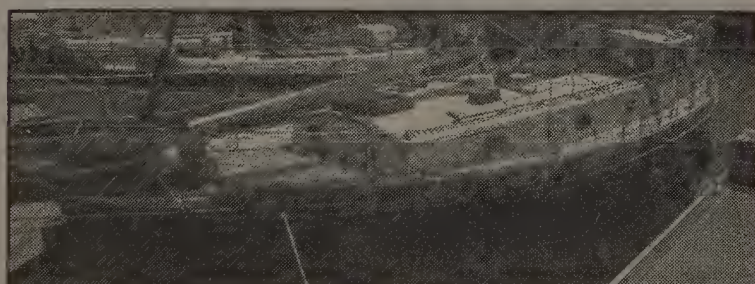
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Lean, mean fighting machine - Thierry Dubois' 'Solidaires' hits a puff just before the finish of Leg 4 of Around Alone in Salvador, Brazil.

Photo courtesy Marinepics, Ltd. (www.marinepics.com)

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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 1 Locust Ave., Mill Valley, CA 94941. For more specific information, request writer guidelines from the above address.

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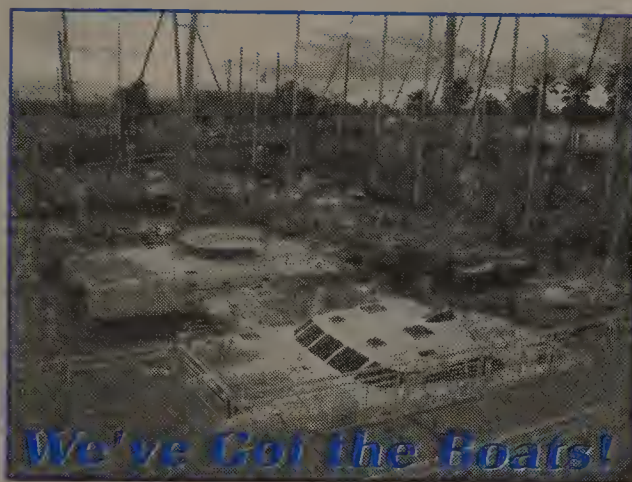
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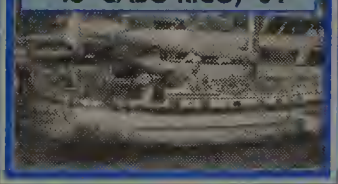
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37' PROUT, '86	\$104,900
38' ENDEAVOUR CC, '85	\$95,000
38' BENETEAU MOORINGS, '90	\$89,500
38' DOWNEAST KETCH, '75	\$60,000



38' INGRID GAFF-RIGGED KTCH, '80	\$84,500
39' BENETEAU OCEANIS 390, '93	\$95,000
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41' CT center cockpit	\$49,500
41' PERRY SLOOP, '80	\$89,500
42' TAYANA CC, '82	\$159,000
43' YOUNG SUN, '82	\$79,000

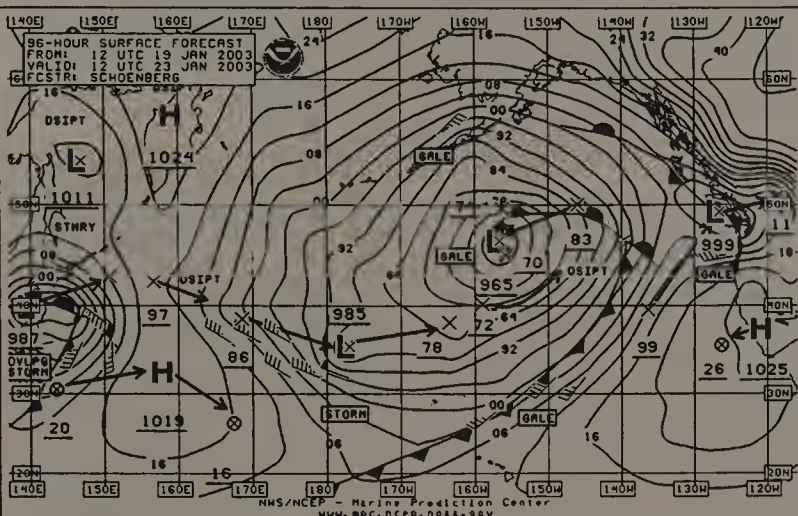


45' HARDIN CC, '82	\$125,000
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32' TROJAN, '78	\$39,900
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Publisher/Exec. Editor ... Richard Spindler richard@latitude38.com ... ext. 111
Managing Editor John Riise johnr@latitude38.com ... ext. 110
Senior Editor Rob Moore rob@latitude38.com ... ext. 109
Senior Editor Andy Turpin andy@latitude38.com ... ext. 112
Contributing Editor Paul Kamen
General Manager Colleen Levine colleen@latitude38.com ... ext. 102
Production Christine Weaver chris@latitude38.com ... ext. 103
Production Annie Bates-Winship annie@latitude38.com ... ext. 106
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Production Linda Wood ext. 106
Advertising Mitch Perkins mitch@latitude38.com ... ext. 107
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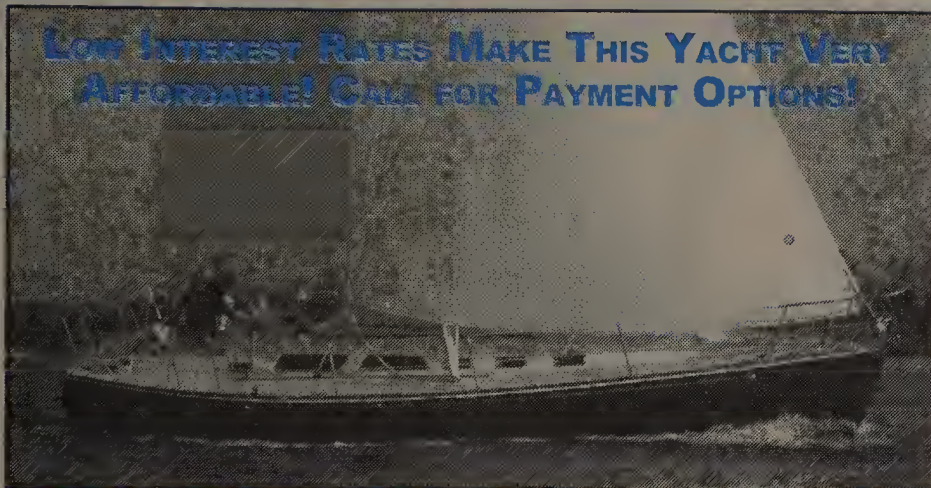
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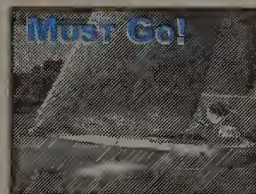
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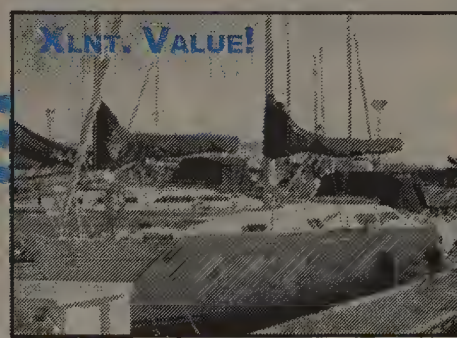
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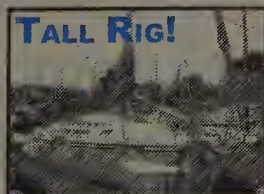
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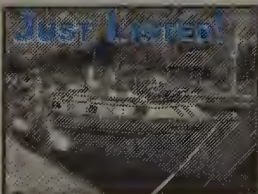
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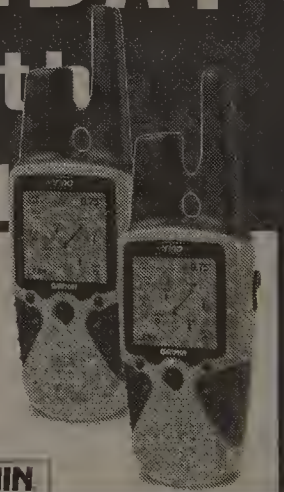
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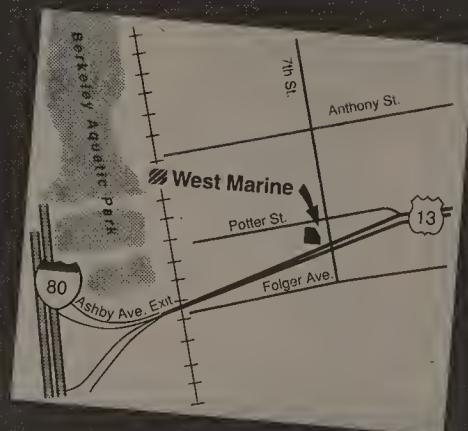
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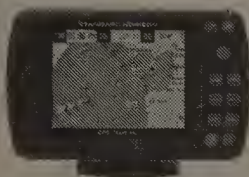
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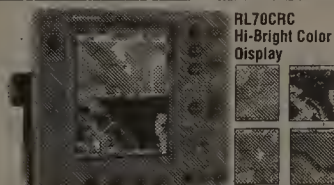
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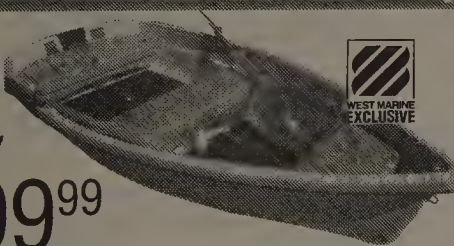


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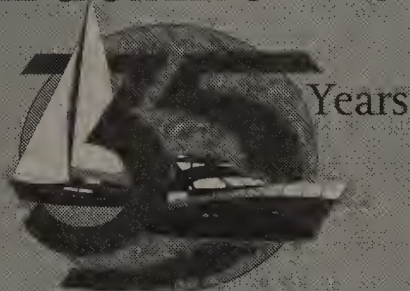


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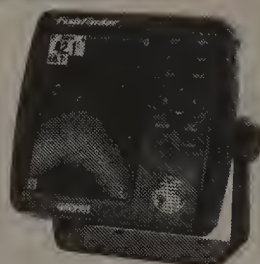
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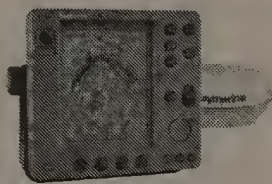
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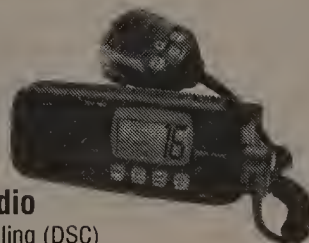


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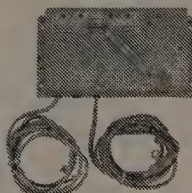


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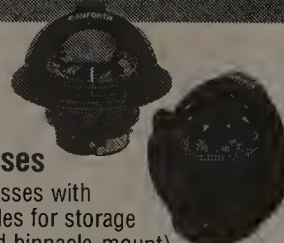
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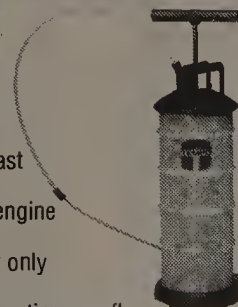
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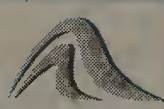
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Downeast 38..... \$64,500



Pearson 37-P..... \$49,900



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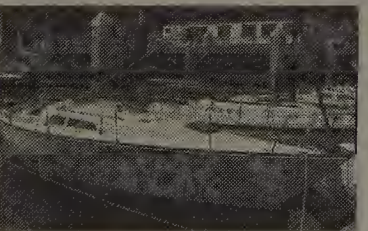
Cal 34..... \$34,500



Catalina 30..... \$29,900



Hatteras 41..... \$79,000

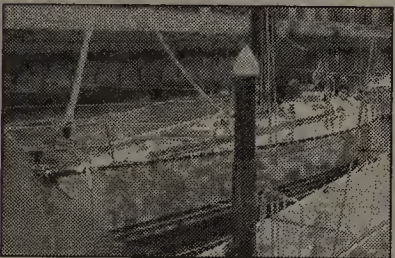


C&C 34..... \$45,000

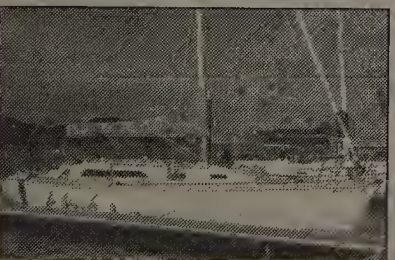


Hanse 311, '02.

Better than new. Beautiful suited for SF Bay. A dream to sail singlehanded. Much more interior than you will expect. **\$90,000**



Baltic 51. Incredibly handsome, four stateroom yacht. Newly repowered. new in-boom mainsail furling. Electric winches where appropriate. **\$249,000**



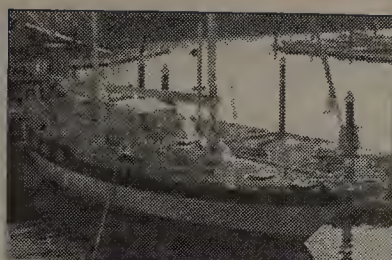
Farr 1220 (40). Fabulous deck, cockpit and interior layout. Raced and won TransPac in 1991. Babied ever since. There have been only two very discriminating owners. **\$149,900**



sistership

Pacific Seacraft 31

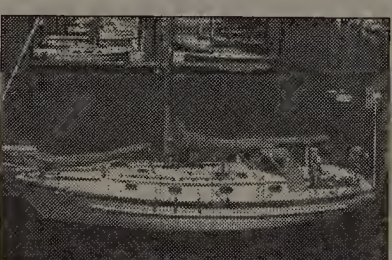
The Pacific Seacraft is an ocean-going work of art. The 31 is fast, powerful and easy to handle. **\$92,000**



Trintella 48. Victory model MS built by one of Holland's finest yards, Tyler Boat Co. 500-mile cruising range with its '99 Perkins diesel. In-boom furling. Unlimited sailing range. Just add groceries. **\$199,000**



Mull 42, '90. Husband/wife just completed a passage from NZ to SF. All electronics and many other items updated for this trip. Ready to go again. **\$149,900**

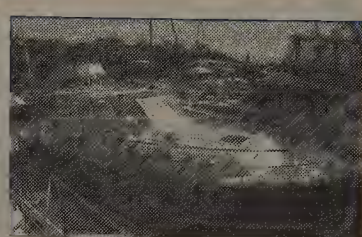


Cabo Rico 34. 1995 but shows like a 2003. Cutter rig, self-tending staysail, furling jib and Dutchman system on the main. Beautiful detail and finish. **\$174,900**

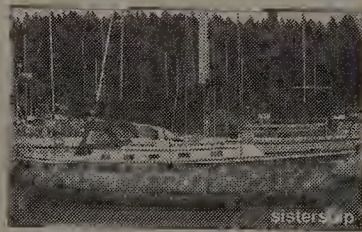


Passport 40

Without a question one of Robert Perry's most successful designs. **\$149,900**



Sabreline 36 Express..\$299,000



sistership

Aloha 34..... \$55,000



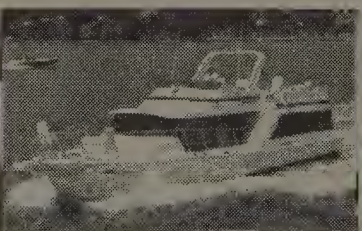
Morgan 41 Out Island \$84,900



Harbormaster 37 \$59,000



Sea Ray 340..... \$69,500



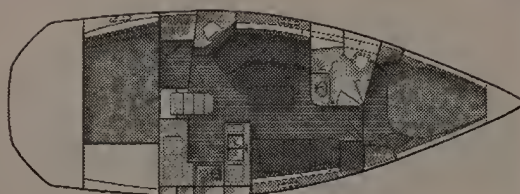
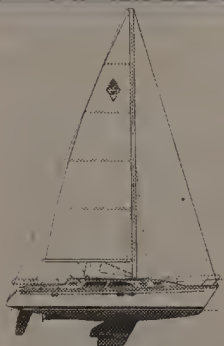
Bluewater Cruiser 51 \$175,000

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Farallone Yacht Sales Unveils the Brand New Catalina C-387 at Pacific Sail Expo April 17-21



- Electric Halyard and Mainsheet windlass, furling boom or mast available
- Edson Diamond series pedestal with console
- Extra large cockpit with 9 foot love seat
- Cocktail and large dining table (provided standard)

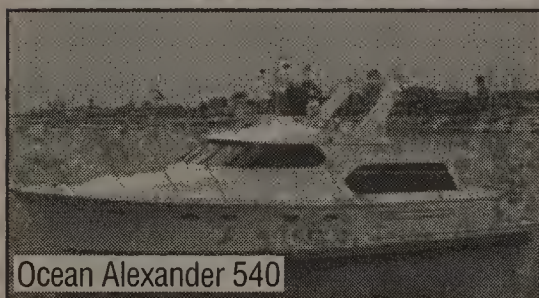
- Large anchor locker with center divider. Electric windlass with power up and down switches, standard
- Large marine batteries
- Vinylerster laminate - for osmosis protection
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- Private cabins perfect for one or two couples

Farallone Yacht Sales will also display the C-28 MkII, C-310, C-320, C-34 MkII, C-350, C387, C-42 MkII and our flagship, the C-470, at Pacific Sail Expo.

Please stop by to see us at the show. Remember to ask about our great boat show specials.



AT OUR DOCKS OPEN BOAT WEEKEND APRIL 12-13

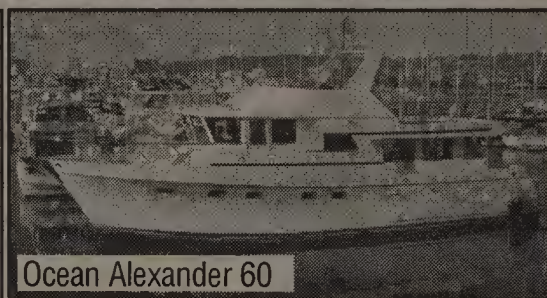


Ocean Alexander 540

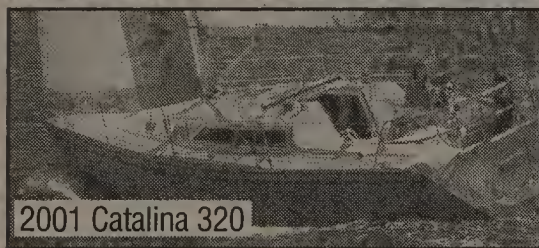
54' & 60' OCEAN ALEXANDER

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- Beautifully Appointed

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May 1-4



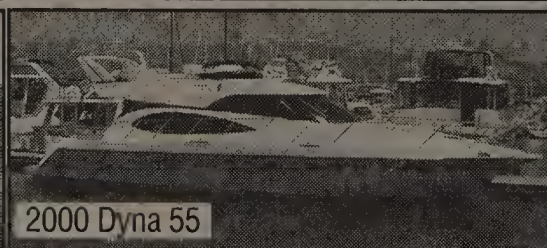
Ocean Alexander 60



2001 Catalina 320



2003 Catalina 350



2000 Dyna 55

PREOWNED CATALINA YACHTS

Catalina 470	2000	285,000
Catalina 42	1992	110,000
Catalina 400	1999	175,000
Catalina 36	2001	coming soon
Catalina 36	1986	59,000
Catalina 34 MkII	2001	117,000

Catalina 320	2001	99,000
Catalina 320	1995	79,900
Catalina 320	1996	79,000
Catalina 30	1984	coming soon
Catalina 30	1983	29,900
Catalina 27	1983	17,000
Catalina 27	1983	17,000

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Beneteau 461	2001	249,000
Hunter 45	1988	125,000
Swan 431	1978	157,500
Worth 40	1985	99,000
Hans Christian 38	1987	185,000

Ericson 38	1986	89,500
C&C 32	1980	36,500
Nonsuch 30	1982	50,750

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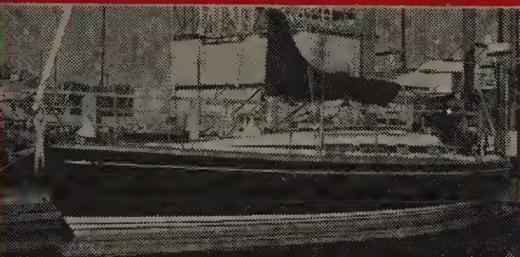
Wally 67 (1998). Wow! 67 feet of carbon, kevlar, nomex and beauty. Carbon rig, Park Avenue boom, teak decks, North 3DL sails, A/C, genset, water maker.



Swan 112 (2002). Without a doubt this is the most spectacular yacht ever built by Swan. Dark blue hull, elegant interior, carbon rig, captive winches.



76' Franz Maas Ketch. This gorgeous long range cruiser has everything including a great price. Must sell! Major Price Reduction! **ONLY \$499,000**



Swan 44 MkII (1997). This beautiful dark blue Swan 44 is in excellent condition and looks like new. Watermaker, electric winches. **\$479,000**



Swan 82RS (2001). Fast, beautiful, breathtaking interior, easy to sail, carbon rig and furling boom, captive winches, A/C, extraordinary boat.



Santa Cruz 52 (1993). This beautiful fast cruiser looks like new. Stunning red topsides, carbon rig, electric main halyard, watermaker, great sails. **MAKE OFFER!**



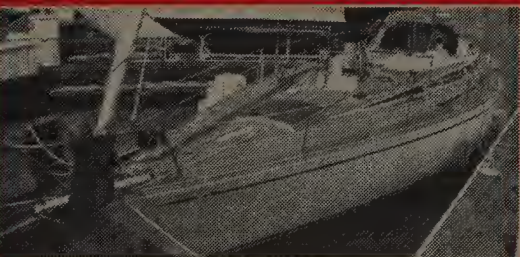
Alden 72 (1995). Stunning vessel with carbon rig, Park Ave boom, electric winches, twin cockpits. One of the prettiest boats afloat. **Now \$1,799,000**



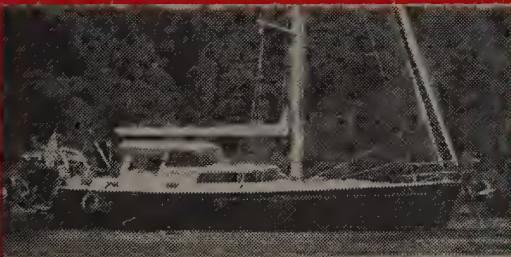
Santa Cruz 52 (1994). Hull #7. Fast fun on an ocean racer/cruiser in top condition with great sails, electronics. Lying Richmond. **Asking \$459,000**



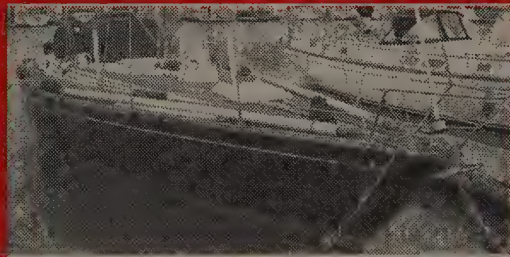
SWAN 65 (1976). Recently completed world cruise and ready to go again! Great teak decks, many upgrades on this classic Swan ketch. **\$490,000**



Swan 431. Totally restored with new teak decks, new engine, new sails, autopilot, upholstery, winches, a very pretty boat! **Asking \$189,000**



DAVIDSON 53 (2001). One of the most well thought out and engineered world cruisers ever conceived. Custom built by Ian Franklin Boats in New Zealand.



Swan 441 (1979). A classic Ron Holland-designed vintage Swan. Very little use with less than 800 original engine hours. All offers considered. **\$160,000**

See us at Pacific Sail Expo, 2003

The most incredible boats on the West Coast are coming to this year's Pacific Sail Expo! KKMI will be displaying sleek and sexy Wally 67 "Slingshot", the stunning Swan 82RS "Opus Five", the gorgeous Swan 48 "Magic Cloud", and the beautiful, new Hallberg Rassy 46 "Owl"

**NAUTOR'S
SWAN**

45	62RS	80
48	68	82RS
56	75	100RS
60	77	112RS



Hallberg-Rassy

31	40	53
34	43	62
36	46	

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The Boat Yard with Virtues Launches the Virtual Boat Yard

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Over the years Keefe Kaplan Maritime, Inc. (KKMI) has developed a reputation of the highest virtues. With a company-wide average of over 19 years in the marine industry, it's no wonder they're regarded as the finest boat yard on the West Coast.

Beyond this wealth of experience, KKMI works hard to listen to their clients because they, too, are boat owners. For example, on many occasions owners have asked the Yard to refrain from hauling their boat until they are present. Certainly it's not difficult to understand how important this might be, but often the time might not be as convenient for the customer. To solve this problem, KKMI has

come up with their latest innovation, the Virtual Boat Yard.



Smile, your boat is on Candid Camera.

With KKMI's Virtual boat Yard you can watch your boat come out of the water, in real time, all from the comfort and convenience of your desk via their web site. All you need to do is request that an email be sent to you when your boat is due to be hauled or

launched. In just a matter of seconds you can be watching the ter-

rific crew at KKMI take excellent care of your boat as if it was their own. No longer will you waste time stuck in traffic on the way to the boat yard! The Virtual Boat Yard is here to make the most efficient use of **your** time.

We all know that time is money, and no one can afford to waste either. KKMI's achievement in delivering their clients the highest quality at the most competitive price is more than a Virtue, it's Virtually unheard of in the marine industry. But then again, there's only one Virtual Boat Yard.

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Hallberg-Rassy Now in California



Hallberg-Rassy 46 will be on display at Pacific Sail Expo.

Renowned Swedish yacht builder, Hallberg-Rassy has appointed KKMI as the exclusive agent for California. With over 8,000 bluewater cruisers launched since 1965, Hallberg-Rassy wished to both expand their sales and service network. With the ap-

pointment of KKMI, they have achieved both of these goals.

Patrick Adams in the yacht sales division at KKMI visited Ellös Island in Sweden last summer to meet with the sales manager at Hallberg-Rassy. "I was immediately impressed. Hallberg-Rassy offers an incredible blend of Swedish craftsmanship and modern technology to produce one of the world's truly great ocean-going cruisers. The boats are built in a very efficient and well organized factory that is located in a setting so beautiful it appears right out of a fairy tale." All of the eight different models, which range in size from 31' to 62', are designed by German Frers, ensuring an elegant, high performance cruising yacht. The classic beauty of the Hallberg-Rassy line combined with the integrity of build, quality of design, extraordinary value and suitability for long term cruising contribute to multiple receipts of "Boat of the Year" for Hallberg-Rassy from numerous organizations including *Sail Magazine* and *Cruising World*.

Please make a point of visiting the Hallberg-Rassy 46 at Pacific Sail Expo 2003. She has recently arrived from the factory in Sweden and her new owners have graciously allowed KKMI to display her. See for yourself who so many people have chosen Hallberg-Rassy as the ultimate blue water cruiser.

HERB CRANE



Broadway's Bilge Boards

ANOTHER OPENING ANOTHER SHOW: This April at Pacific Sail expo is bound to be a "really big show." Featured for the very first time on the West Coast will be the new Swan 82 RS. This incredible machine is capable of being sailed singlehanded! More than just outstanding performance and stunning looks, the comfort and amenities are nothing less than world-class. Shown strictly by appointment to pre-qualified clients, those interested in arranging an inspection are asked to contact Swan West prior to the show. For those wishing a sneak preview, go to swanwest.com

★ ★ ★

RENT: Do you love boats? Would you like to have your office on the water, with your boat just a few steps away? If this sounds like the life-style you'd like to live...your dream has come true. KKMI has one of the Timber Wharf offices for rent. Want to have your office located in one of the most unique settings in the Bay Area? Ideal for someone that wants to be where the action is and keep their boat right in front of their desk, then your dream has come true. Check out KKMI's web site for more information.

★ ★ ★

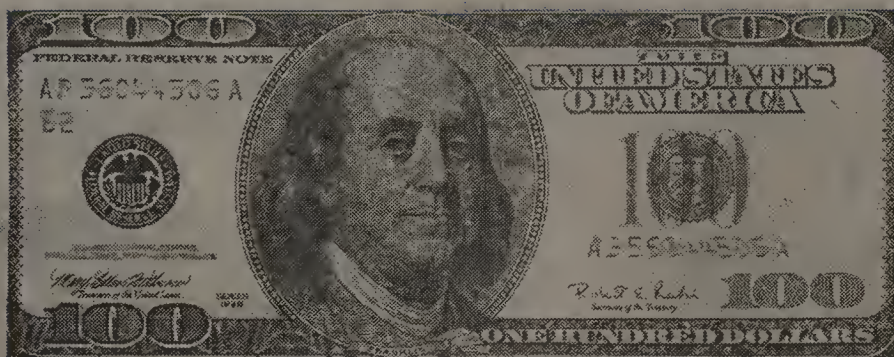
NO BUSINESS LIKE BOAT BUSINESS: Most chandleries are set up to sell you the things you need...and lots of stuff you don't need. The marine store at KKMI not only has the gear you really need but everything at discount prices. Offering a great selection and super competitive prices is important but one thing they offer which is really rare...is solid advice. The store there is open every day but Sunday. You'll find it staffed with people that know boat and how to fix them too.

★ ★ ★

I LOVE TO SAIL IN AMERICA CUP: The sport of sailing continues to evolve and the America's Cup is no exception. In fact, the Cup is about to enter a stage of metamorphose never seen before. Sailing in Europe has always been looked upon differently than it is in the United States. For example, in France and Italy many sailors are considered celebrities...almost "rock stars." While the Cup may be held in Europe, San Francisco Bay is going to be the stage for the "rock stars" as it looks as if a World Championship will be held here this summer. *Team Oracle/BMW* has already started to "rehearse" and they have chosen KKMI as their boat yard. If you've never seen a modern America's Cup boat you should go by there. Who knows...you might also see a real "rock star."

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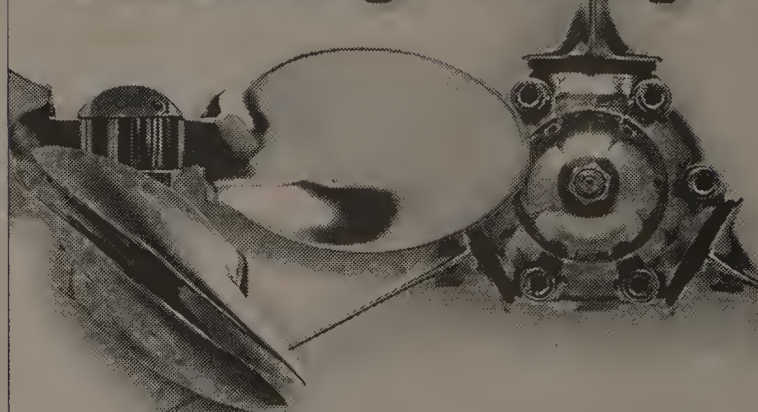
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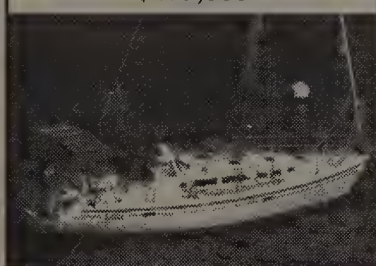
43' MASON, 1983
\$149,000



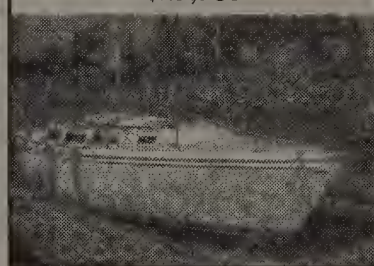
41' HANS CHRISTIAN, '88
\$149,000



38' CATALINA, 1999
\$175,000



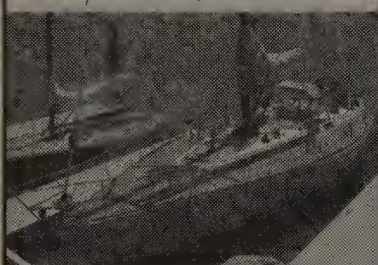
30' CATALINA, 1982
\$25,500



40' PANDA, '83
CALL FOR PRICE



51' BALTIC, 1981
\$249,000



CATALINA 400, 1999
\$185,000



30' BABA, 1979
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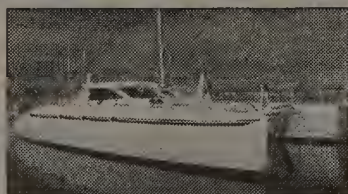
The Cienzi 45 Sailing Catamaran is a true performance cruiser capable of fast coastal passages and safe offshore voyages. This craft is the culmination of design brilliance combined with years of experience from New Zealand's leading production catamaran company, Catamarans New Zealand. Utilizing the latest composite technology, this vessel sets the standard for strength, safety and performance. Contact us or visit our website for complete specifications.



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58' CATANA 581, '02...\$1,198,000
Owner's version layout with three cabins and separate crew quarters.



50' SCHIONNING WATERLINE 1520/1480, '03...\$529,000
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Gorgeous varnished cherry wood interior and custom office in port hull.



47' CATANA 471, '01...\$595,000
Galley-aft layout with many recent upgrades. Ready for offshore cruising or fun weekend play.



43' CATANA 431, '01...\$489,000
Outstanding opportunity to purchase a late model, fully equipped vessel.



42' MANTA, '01...\$320,000
Take possession of a never-used cruising catamaran already in California with less than 100 hours on the engine.



41' CONCEPT, '83...\$135,000
For the multihull enthusiast looking for performance, this is one fast cat for racing or cruising.

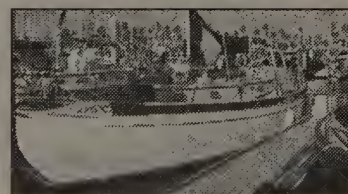


40' OFFSHORE, '87...\$145,000
Sonrisa is a capable racing/cruising catamaran custom-built in Florida to a Lock Crowther design.

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Just add fuel, food and water and go in this very well constructed bluewater cruiser.



35' BABA, '84...\$140,000
Proven design, classic passagemaker, constructed with the craftsmanship of the renowned Ta Shing yard.



31' PEARSON, '87...\$44,500
This vessel is in showroom condition with beautifully maintained interior and exterior.



30' S2 9.2C, '80...\$27,000
This roomy center cockpit S2 offers more space than many 35-footers and makes a great liveaboard.

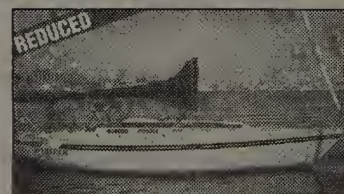
PERFORMANCE CRUISING SAIL



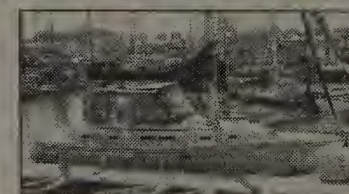
49' HYLAS, '98...\$449,500
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41' HUNTER 410, '98...\$169,900
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CALENDAR

Nonrace

Apr. 1 — Boating Safety Course starts and continues for five consecutive Tuesdays at Golden Gate YC, 7-9 p.m. S.F. Sail & Power Squadron; Keller, 731-4255.

Apr. 5 — Daylight Saving Time begins — get outside!

Apr. 5-14 — 20th Annual Sea of Cortez Sailing Week. Info, www.clubcruceros.org.

Apr. 6 — Encinal YC Open House, 3-5 p.m. "Get more out of your boating experience!" Info, (510) 522-3272, or www.encinal.org.

Apr. 7 — Safe Boating Classes begin in the Sacramento area and continue for the next six weeks. El Dorado Hill Community Activities Building, 7-9 p.m. Info, (916) 492-5566.

Apr. 9 — Latitude Crew List Party at Golden Gate YC, 6-9 p.m. For info, see article elsewhere in this issue, visit www.latitude38.com, or call 383-8200.

Apr. 12 — Nautical Flea Market at Encinal YC, 7 a.m. to 1 p.m. Info, (510) 522-3272.

Apr. 12 — Flea Market at the Santa Cruz West Marine store, 8 a.m. Spaces are \$5, with proceeds benefitting the Sea Scouts. Info, (831) 476-1800.

Apr. 14-May 5 — "Basic Navigation Class", offered by USCGA Flotilla 17 on Mondays and Thursdays, 7:15-9:45 p.m. on Yerba Buena Island. Pre-registration required, \$40 fee. RSVP, 399-3411.

Apr. 15 — S.F. Bay Oceanic Crew group monthly meeting, with guest speaker Kip Carlson, a San Francisco bar pilot. Fort Mason Center, Room C-210, free, 7 p.m. Info, 456-0221.

Apr. 15 — "Intro to Navigation with GPS", offered by USCGA Flotilla 17 from 7:30-9:30 p.m. on Yerba Buena Island. Pre-registration for this two-hour class is required, \$20 fee. RSVP, 399-3411.

Apr. 16 — Full moon on a Wednesday night.

Apr. 20 — Easter Sunday.

Apr. 22,23,29,30 — "Boat Smart", a four-evening boating safety series at the Kell Center, Novato, from 7-9 p.m. each night. \$30 charge to cover materials. Marin Sail & Power Squadron; Pete White, 382-8109.

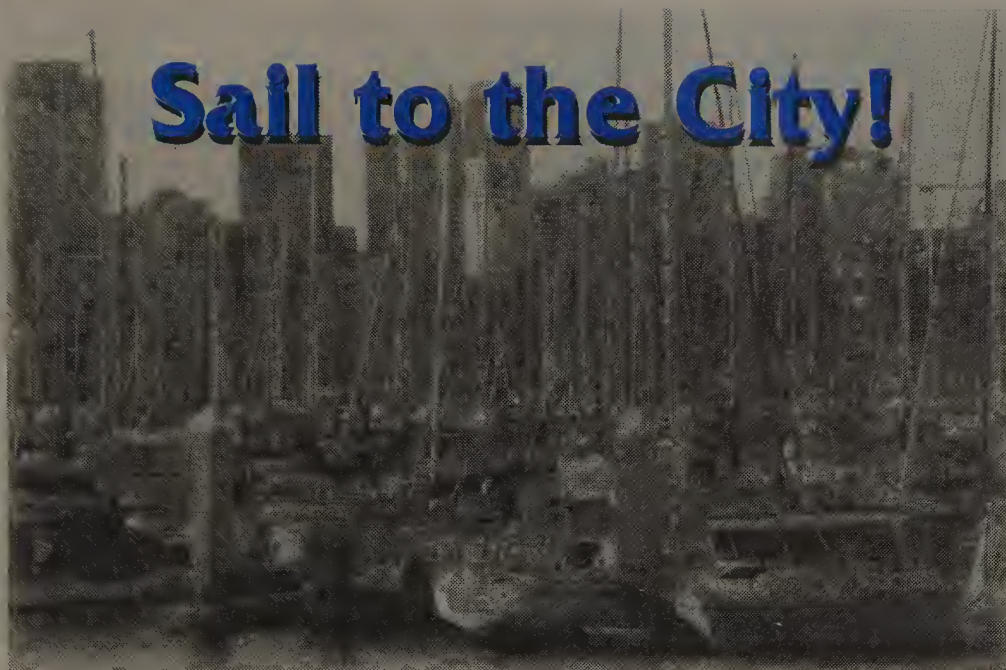
Apr. 26 — Islander 36 Association cruise to Encinal YC. Charles Hodgkins, (510) 865-9045.

Apr. 30, 1993 — Ten Years After, from a sidebar to an article called *Great American II — One for the Record Books* (about Rich Wilson's and Bill Biewenga's record 69-day passage from San Francisco to Boston):

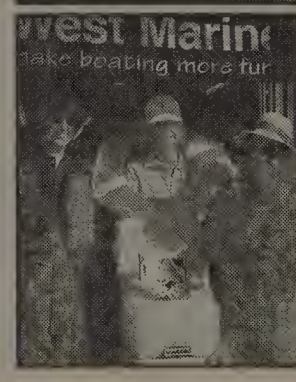
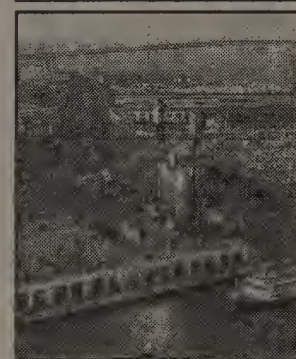
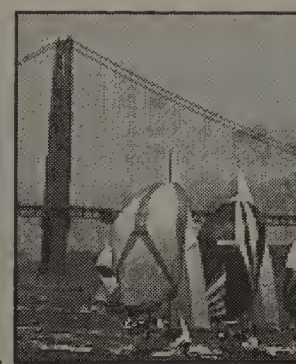
Another significant record was broken by another multihull last month. On April 20, the huge, 85-ft catamaran *Commodore Explorer* sailed into Ouessant, France, breaking the fabled (and fictional) 'Around the World in 80 Days' mark. As its name suggests, the race was inspired by the 1872 Jules Verne novel in which English gentleman adventurer Phileas Fogg accepts a bet that he can't make it around the world in 80 days or less.

Explorer, the only one of three boats which started the 'race' to have made it all the way around (the others retired with damage), had a wild ride, to say the least. They had to average just over 14 knots. And just like Phileas Fogg, it was nip and tuck as to whether or not they'd make it right down to the wire. Then, with just five days to go, the five-man crew — American Cam Lewis, and Frenchmen Olivier Despaignes, Marc Vallin, Jacques Vincent and skipper Bruno Peyron — recorded their best day's run and top speed: 507 miles in 24 hours and 32.4 knots. Their official elapsed time is 79 days, 6 hours, 15 minutes, 36 seconds.

Eerily, the same day they arrived, Cantinflas, who played Passepartout in the 1956 film *Around the World in 80 Days*,



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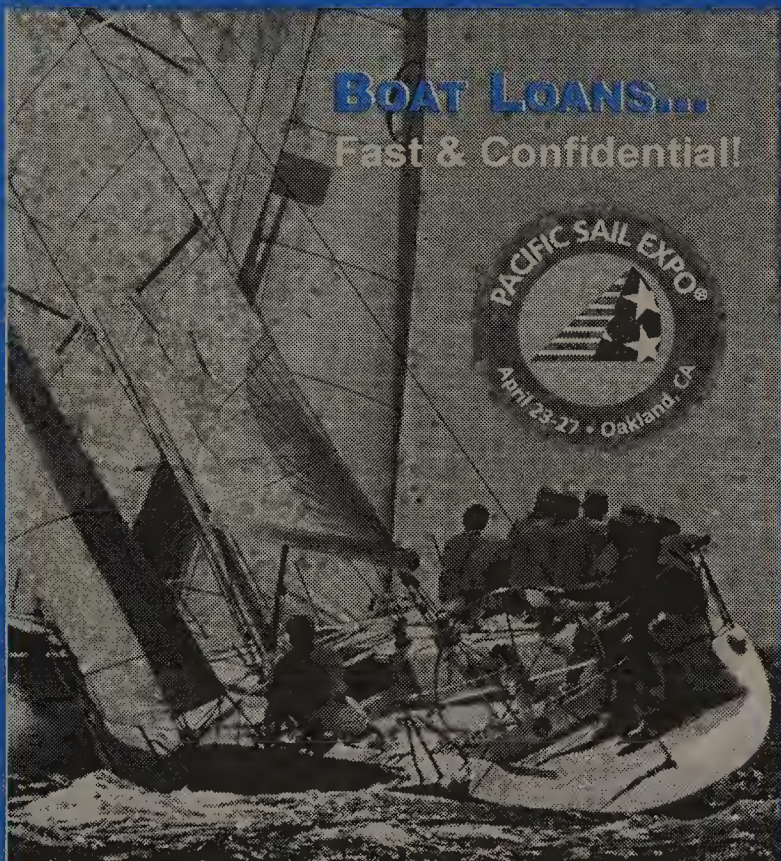
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CALENDAR

died in Mexico.

Apr. 23-27 — 7th Annual Sail Expo Show at Jack London Square, the biggest and best sailboat show on the Pacific Rim. Info, www.sailamerica.com.

Apr. 26 — First Annual Sailor's Ball, benefitting the Treasure Island Sailing Center. Live music, dancing, beautiful people. Tickets are \$85 and may be reserved online at www.sailorsball.org.

Apr. 26 — Alameda YC Membership Drive, 11 a.m. to 2 p.m. Phil Ganner, (415) 984-1266.

Apr. 26 — Ariel/Commander Annual Class Meeting/Dinner, 6 p.m. at Alameda YC. Gene Roberts, 731-5444.

Apr. 27 — Opening Day on the Bay. PICYA, 823-6633.

May 3 — Sea Music Festival at the S.F. Maritime National Historic Park, 10 a.m. to 5 p.m. Local artists and performers from around the country will sing sea chanteys on several stages at the Hyde Street Pier and aboard the 1886 square-rigger *Balclutha*. Admission is by donation. Info, 561-7100.

May 3 — Second Annual Mexican Fiesta Dinner/Auction at Encinal YC. Open to the public, \$15 at the door, proceeds to junior sailing. Info, (925) 828-6747.

May 4 — Fourth Annual Nautical Flea Market at Loch Lomond Marina, 8 a.m. to 1 p.m. LLYC, 454-7228.

May 11 — Mother's Day.

May 17-24 — National Safe Boating Week.

May 18 — Annual Nautical Flea Market at Elkhorn YC in Moss Landing. Penny, (702) 298-5668.

May 24 — South Beach YC Open House/Membership Drive, featuring an authentic Argentinean barbecue. Info, www.southbeachyc.org.

June 1 — Pacific Cup All-Day Seminar at Berkeley YC. Explore the possibility of racing or cruising to Hawaii! Details, www.pacificcup.org.

Racing

Apr. 1-6 — BVI Spring Regatta and Sailing Festival, with racing out of Nanny Cay and the Bitter End YC. Info, www.bvispringregatta.org.

Apr. 5 — Spring Forward Regatta/BBQ. South Beach YC, (650) 355-4656.

Apr. 5 — Singlehanded Farallones — the big one for solo sailors. SSS; Bill Charron, (510) 490-1147.

Apr. 5 — Second Annual Spring ODOM Championship honoring Dick Loomis. Twelve races for ODOMs, the J/105s of remote control sailboats, at the Marin Civic Center pond. New sailors welcome. Jess Atkinson, (510) 769-1932.

Apr. 5-6 — Belvedere Cup, a Farr 40 match racing event limited to eight boats. The winner qualifies for the Ficker Cup in Long Beach. SFYC, 789-5647.

Apr. 5-6 — Big Dinghy Regatta for Sunfish, Bytes, Snipes, Thistles, Lightnings, 29ers, 505s, I-14s, International Canoes and Wylie Wabbits. Richmond YC; Gail Yando, (510) 232-6310.

Apr. 5-6 — 11th Annual Collegiate Regatta, a huge inter-sectional gathering on the Cityfront co-hosted by Stanford and StFYC, 563-6363.

Apr. 5-6 — 37th Camellia Cup on Lake Folsom, the unofficial start of the unofficial lake circuit. FLYC, (916) 985-3704.

Apr. 6 — Small Boat Spring Series begins at Encinal YC. Any dinghy class that can field at least five boats is invited. Series continues on 5/4 and 6/8. EYC, (510) 522-3272.

Apr. 8-12 — Congressional Cup at Long Beach YC. See Race Notes. LBYC, (562) 598-9401 or www.lbyc.org.

Apr. 9, 1983 — It was Twenty Years Ago Today, from our article about the Doublehanded Farallones Race:

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Visit Pacific Sail Expo and talk to the experts from Quantum. You'll find it a convenient and friendly place to get the right information and a sample of our award winning service.



Brad Van Liew aboard
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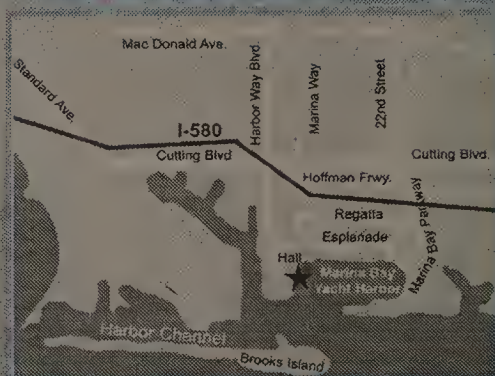
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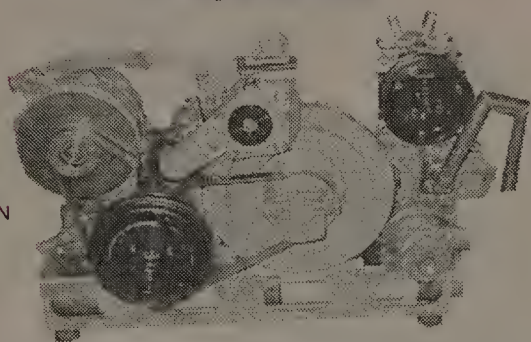


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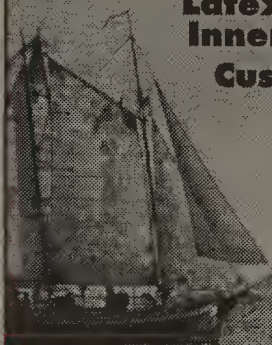
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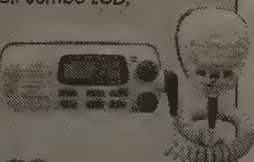
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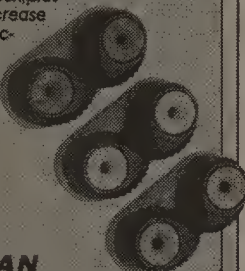


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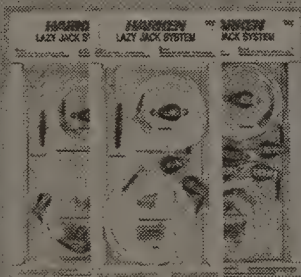
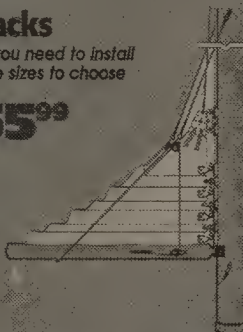
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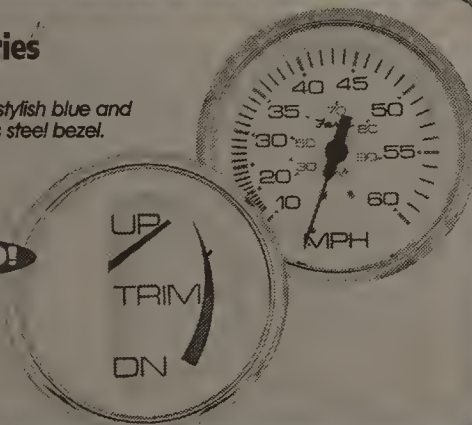
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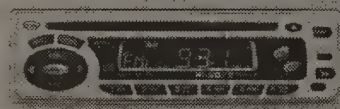
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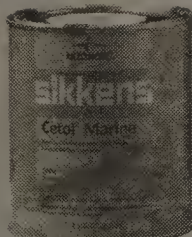


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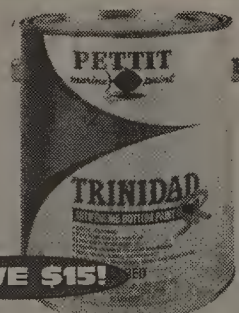
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Art Ball

"It was a big improvement over last year!" was Rod Park's comment about the 1983 Doublehanded Farallones race on April 9. Park's new Santa Cruz 40 *Shaman* was one of the huge 123-boat fleet which enjoyed a picture-perfect day for the 58-mile trip from the Cityfront to the Farallones and back. West to northwest winds from 15 to 20 knots with flat seas were in sharp contrast to 1982's storm ravaged contest, which 127 boats started but only a handful finished as the rest were battered by a fierce southerly storm. Several boats were wrecked, including a Ranger 22 and a Moore 24 whose crews were never found. This year, though, there were no such mishaps. Only four entries didn't finish and there were no reports of breakdowns to the committee.

This was the fourth running of the race, an offshoot of the singlehanded Farallones race which started seven years ago and usually runs the week before the paired version. This stepchild has become more popular than its progenitor, due most likely to the fact that four hands make the work easier than just two. There's also the human tendency, modern sociological trends to the contrary, to be sociable. It's more fun to talk to someone other than yourself for 10 or 12 hours, bouncing around on the Pacific. Whatever the exact reasons, the fact remains that this race has drawn over 120 boats for three years running and even last year's disaster did little to cool the doublehanded ardor.

Since the Doublehanded Farallones is sponsored by the Bay Area Multihull Association, it was fitting that the first to finish honors went to the Stiletto catamaran *California Crew'd*. Owner Greg Sawyer bought this boat as a replacement for *Air Force One*, another 27-foot Stiletto which broke up on the beach north of Duxbury Reef after Sawyer and crew Dennis Madigan retired from last year's race. Sawyer and Madigan were still shaking *Crew'd* down at the starting gun, and at the Gate they blew their genoa. They rounded the islands, behind Barry Parkinson's Crowther 33 *Waimea* and had more trouble raising the chute. Once they got squared away, though, it was "eat my dust" as they scampered into the lead. They later popped a backstay and had to lower the chute, but not until their lead was unassailable. They completed the course in 8 hours, 31 minutes, 49 seconds.

Apr. 12 — OYRA/SRYC Duxbury-Lightship Race. YRA, 771-9500.

Apr. 12 — Alameda Interclub Series #1, a Central Bay race hosted by AYC. M.L. Higgins, (510) 748-0289.

Apr. 12 — Trans-Folsom Regatta. FLYC, (916) 985-3704.

Apr. 12-13 — J/Fest. EYC, (510) 522-3272.

Apr. 12-13 — Stone Cup — *cancelled*. StFYC, 563-6363.

Apr. 12-13 — Ahmanson Regatta/Dickson Trophy, in case you're in Newport Beach this weekend. NHYC, (949) 673-7730.

Apr. 12-13 — Resin Regatta on the Berkeley Circle (Antrim 27, Etchells, Melges 24, Express 27, Moore 24) and Southampton (IOD, Cal 29, Knarr, Santana 22, Cal 20, Folkboat). SFYC, 789-5647.

Apr. 12-13 — Spring 505 Regatta. SCYC, (831) 425-0690.

Apr. 19 — Spring One Design Regatta #1 for any class that can field five boats (SC 27, Moore 24, Santana 22, Melges 24, Olson 30). Santa Cruz YC, (831) 425-0690.

Apr. 19 — South Bay YRA Summer Series #1 (of seven), hosted by Coyote Point YC. Mike Satterlund, (408) 947-8211.

Apr. 19 — Clear Lake Monster (26 miles) and Mini-Monster (13 miles). Konocti Bay SC; Jack, (707) 279-9571.

Apr. 19-20 — Elvstrom/Zellerbach Regatta for Lasers, Finns, Europes, 29ers, 49ers, IMCOs and Stars. StFYC, 563-6363.

Apr. 20 — Spring SCORE/Doublehanded #1. SCYC, (831)

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Mongoose is stiff and light and meets all ABS construction standards. Her hull has been flared and has a smooth racing finish. Her hull and deck appear new, having just been Awlgrippied.

J/105, Clever Girl

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J/92, Speedy Gonzales

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J/105, '01, Scaramouche

Nearly new, hardly used, and very well cared for. Keel and rudder have been Waterline faired, and she has all the equipment it takes to be a winner. Exceptional race record.



35' One Design, Center of Gravity

A Nelson/Marek yacht and a fine example of the best One Design 35-footer in North America. This slightly used boat is on the market with a motivated seller. \$92,000.

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70' Santa Cruz, '87, *Mongoose** 425,000
53' Swede 55, '83, *Kyle* 120,000
53' J/160, '99, *Ruffian** 849,000
53' J/160, '96, *Bushwacker** 649,000
53' Santa Cruz 52, '99, *Triumph** 700,000
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26' J/80, '00, *Gizmo*** 45,000
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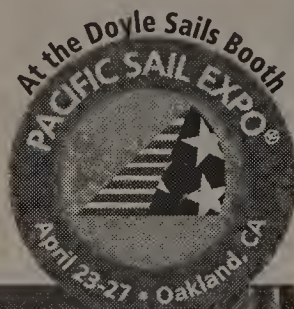
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CALENDAR

425-0690.

Apr. 25 — 56th Newport to Ensenada Race, sponsored by Tommy Bahama. NOSA, (949) 644-023 or www.nosa.org.

Apr. 26 — 50th Bullship Race begins at 9 a.m. off Sausalito. All past, present and future El Toro sailors are invited to help celebrate this milestone. Pat Nelson, 506-0255.

Apr. 26 — OYRA/HMBYC One Way to Half Moon Bay. YRA, 771-9500.

Apr. 26 — Konocti Cup (26 miles) and Half Cup (13 miles) on Clear Lake. KBSC; Jack McGreevy, (707) 279-9571.

Apr. 26 — Cheoy Lee Fire Drill Race, held out of Sausalito YC. Bob Wilson, 640-5104.

Apr. 26 — Hoppe Memorial Fun Race for Pearson Ariels and Commanders, starting off SFYC at high noon. Bill Phelon, (925) 254-8338.

Apr. 26-27 — Laser/Vanguard Open. SCYC, (831) 425-0690.

Apr. 26-27 — High School PCCs, probably in Richardson Bay. SFYC, 435-9525.

Apr. 27-May 3 — Antigua Sailing Week, the big kahuna of Caribbean regattas. Info, www.sailingweek.com.

May 2-4 — 10th Annual Protector Boats Ski/Sail National Championships at Lake Tahoe. Ralph, (530) 583-4584.

May 3-4 — Vallejo Race — already? YRA, 771-9500.

May 3-4 — Yachting Cup in San Diego. SDYC, (619) 758-6309 or www.sdyc.org.

May 3-4 — Moore 24 PCCs. SCYC, (831) 425-0690.

May 3-4 — SFYC Fun Regatta. Info, 435-9525.

May 4, 18 & 31 — Fremont SC Spring Series for El Toros FJs, Lido 14s and Wind Rider trimarans. Three relaxed races a day on Lake Elizabeth, followed by a barbeque. Beginners welcome. Chuck St. Denis, (408) 263-5690.

May 10 — OYRA/SFYC Northern Star. YRA, 771-9500.

May 17-18 — Elite Keel Regatta for Express 37s, Etchells, Melges 24s, J/24s, Knarrrs, IODs and Folkboats. San Francisco YC, 789-5647.

May 23 — SFYC/MPYC Spinnaker Cup. Noon start at Knox, finish after dark in Monterey. SFYC, 789-5647 or MPYC, (831) 373-7896.

May 24 — Master Mariners Regatta, with party afterward at Encinal YC. Jeff Stokes, (925) 935-7096.

May 24-25 — St. Francis Memorial Day Weekend Regatta, formerly the VNA Hospice Regatta. StFYC, 563-6363.

May 24-25 — 39th Whiskeytown Regatta. See www.whiskeytownsailing.org or email wsc@whiskeytownsailing.org.

Summer Beer Can Series

BAY VIEW BC — Monday Night Madness: 4/14, 4/28, 5/12, 5/26, 6/9, 6/16 (make-up). John Super, 243-0426.

BENICIA YC — Thursday Race Series, 4/3-10/2. Joe Marra, (707) 745-5848.

BERKELEY YC — Friday Night Races, 4/11-9/26. Paul Kamen, (510) 540-7968.

CAL SC — Sunday Morning Lido 14 races, intraclub only, year round. Sunday Afternoon Bytes and Lasers, open to all, year round. Joe Matera, dzntmatera@aol.com.

CORINTHIAN YC — Friday Night Series, 4/11-9/5. Michael Moradzadeh, 789-0506.

COYOTE POINT YC — Wednesday Nights, 4/9-10/22. Mike Finn, (408) 866-5495.

ENCINAL YC — Friday Night Twilight Series. Spring: 4/11, 4/25, 5/9, 6/6, 6/27. Steve Rienhart, (415) 441-5960.

FOLSOM LAKE YC — Wednesday Nights, 5/7-9/24. John Poimiroo, john@poimiroo.com.

GOLDEN GATE YC — Friday Nights: 5/16, 5/30, 6/13,

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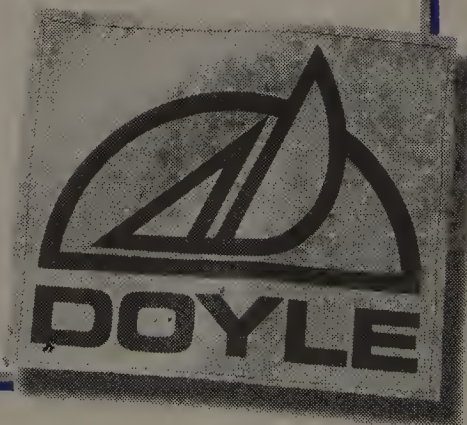
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CALENDAR

6/27, 7/11, 7/25, 8/8, etc. Winnie Kelley, 474-9246.

ISLAND YC — Friday Nights on the Estuary: 4/18, 5/2, 5/16, 5/30, 6/13, etc. Diane Duey, (510) 490-1524.

LAKE YOSEMITE SA — Thursday Nights, 5/1-9/25. Steve Eyberg, (209) 357-0106.

MONTEREY PENINSULA YC — Wednesday Nights, 4/9-10/1. MPYC, (831) 372-9686.

OAKLAND YC — Sweet 16 Series, every Wednesday night, 5/7-9/17. Ted or Diane Keech, (510) 769-1414.

RICHMOND YC — Wednesday Night Series: 5/7, 5/21, 6/4, 6/18, 7/2, 7/16, 8/6, etc. Eric Arens, (510) 841-6022.

ST. FRANCIS YC — Folkboat Wednesday Nights, 5/7-8/27. Ed Welch, 851-3800.

ST. FRANCIS YC — Friday Night Windsurfing: 4/18, 5/2, 5/16, 5/30, 6/13, 6/27, 7/18, etc. StFYC, 563-6363.

SANTA CRUZ YC — Wednesday Night Races through the end of DST. Larry Weaver, (831) 423-8111.

SAUSALITO YC — Tuesday Sunset Series, first half: 4/22, 5/6, 5/20, 6/3, 6/17. Tim Prouty, 331-5204.

SEQUOIA YC — Wednesday Nights, 4/9-10/29. John Farnsworth, (650) 361-9472.

SIERRA POINT YC — Tuesday Nights, 5/6-8/26. Tom McKinney, (650) 726-0406.

SOUTH BEACH YC — Friday Night Series: 4/18, 4/25, 5/2, 5/16, 5/30, 6/13, 6/27, etc. Joel Davis, 999-1019.

TAHOE YC — Wednesday Night Spring Series, 5/28-7/9. Gary Redelberger, (530) 583-9132.

TIBURON YC — Friday Nights: 5/9, 5/23, 6/6, 6/20, 6/27, 7/11, 7/18, 7/25, etc. John Sullivan, 924-1842.


VALLEJO YC — Wednesday Nights, 4/2-9/24. Jim Mueller, (707) 643-1254.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attr: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

April Weekend Currents

date/day	slack	max	slack	max
4/05Sat	0238	0600/3.8E	0946	1244/2.7F
	1612	1830/2.0E	2126	
4/06Sun		0030/1.8F	0407	0744/3.7E
	1134	1434/2.4F	1810	2018/1.6E
	2302			
4/12Sat		0129/2.1E	0459	0739/2.2F
	1023	1335/4.1E	1728	2033/3.6F
	2346			
4/13Sun		0217/2.9E	0545	0831/2.8F
	1122	1426/4.4E	1810	2111/3.9F
4/19Sat		0027/3.2F	0314	0638/5.5E
	1027	1330/4.2F	1702	1916/2.6E
	2221			
4/20Sun		0114/2.7F	0358	0728/5.1E
	1126	1431/3.7F	1808	2012/2.0E
	2319			
4/26Sat		0227/2.6E	0523	0819/2.5F
	1049	1412/3.4E	1739	2051/3.4F
	2344			
4/27Sun		0259/3.0E	0608	0906/2.9F
	1145	1454/3.4E	1820	2126/3.4F

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A stylized illustration of a sailboat with a single white sail and a dark hull, sailing on a dark sea with white-capped waves. In the background, a city skyline is visible, featuring several tall, thin buildings. One building has a distinctive striped pattern. The overall style is graphic and modern.

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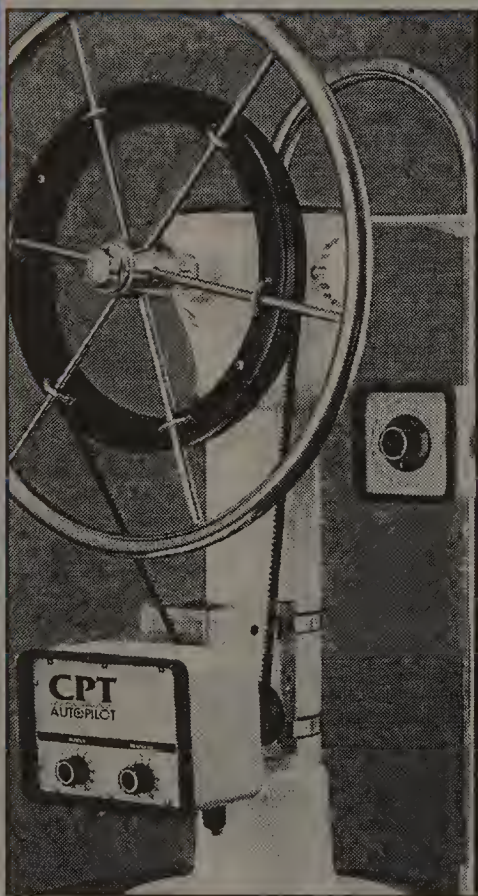
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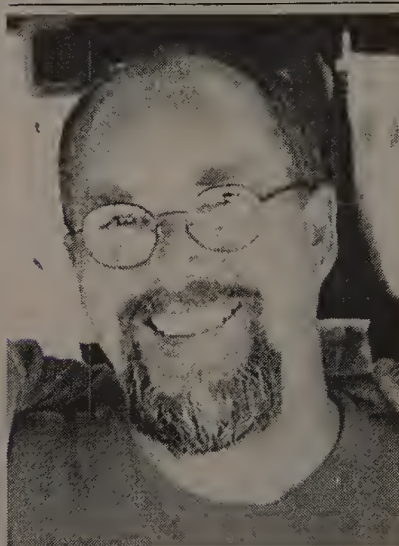
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LETTERS

↑↓HOLLIS WAS AN EXCELLENT YACHTSMAN

At approximately 5:30 p.m. on February 22, I received a cell phone call from my hysterical sister Ronda screaming, "Hollis is dead!" She was calling from aboard a U.S. Customs boat on the Oakland Estuary, which had just picked her off the 15-ft Whaler on which lay the dead body of her friend and lover, Hollis 'Sterling' March.

Although it was still broad daylight, somehow a larger Whaler had ran over them from the rear, killing Hollis instantly.



NEIL WEINBERG

Ronda was thrown to the right by the impact and only received a glancing blow to the head. The blow to her broken heart was dead on. She and Hollis had just spent a delightful day touring much of the Bay, seeing Pac Bell Park, Sausalito, Angel Island, and finally heading home for dinner. She and Hollis spent the day planning their future together as soul mates. Unfortunately, it's a future that will never be realized due to an incredibly inexcusable act.

Hollis was a happy, eager-to-please guy you ran into all the time. A few years ago Hollis pulled a 70-year-old German visitor out of the Bay when he fell off the docks and couldn't find a ladder to get out. You might remember the 'should docks have ladders' thread that came from Hollis' letter to *Latitude*. Hollis was our next door neighbor when we lived aboard *Island Time* at Grand Marina. Every time I ran into Hollis, he made me smile. I think he was so happy because, unlike most of us, he lived his dreams.

Hollis was a professional motorcycle racer who switched to competitive bicycling — until he found he couldn't beat Eric Heiden, the Olympian with thighs like redwoods. Hollis was an excellent yachtsman and incredibly careful. He wouldn't even drink one margarita on his frequent forays to Chevy's in his Whaler. He took his beloved 50-ft Mariner motorsailer *Triumph* to Mexico in 1999, and lived aboard her after returning to the Bay.

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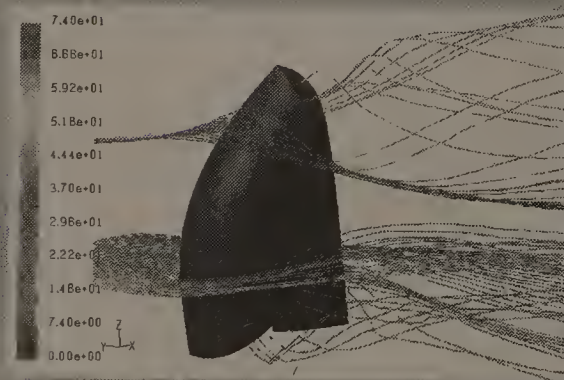
Hollis was remembered in a memorial service at Encinal YC on February 27. He was survived by his mother; brothers Shan, Peter and Phil; and sisters Pam and Cindy. Hollis will be sorely missed by the Alameda boating community.

I am hoping that something good can come from the accident that killed him. Hollis and Ronda were riding in a 15-ft Whaler, which is a substantial small boat. My wife and I have often traveled the same area in our 11-ft dinghy without once thinking we were at risk. No matter how many times you hear it, we can't overstate the importance of keeping a good lookout behind you. Over the past 17 years, we've seen some pretty appalling and inconsiderate boating in the Estuary, and I have concluded that the Estuary should be regulated. The Delta seems to be much better regulated than it was during our first trip there 17 years ago, and it must have many jurisdictional overlaps. Newport Beach harbor in Southern California is totally controlled.

The Oakland Estuary apparently is a jurisdictional mess. The cities of Oakland and Alameda, the County of Alameda, and then, I guess, the State of California, then the Coast Guard

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LETTERS

all have some level of jurisdiction. It was pretty surreal having an Oakland traffic cop conduct the inquiry of the accident. Do any readers know if there are any efforts to bring all this to a sensible authority structure? Are there any suggestions as to how I can proceed to help bring sanity to this lovely nautical asset? If nothing else, one more time, keep a good watch behind you!

Kirby & Pam Coryell
Beach Music

Readers — It's our understanding that the overtaking vessel was registered to a towing company, and that the operator was a licensed captain. He was cleared of being under the influence of alcohol, but the matter is still under investigation.

NAVY JELLY — MORE LINTY THAN GELATINOUS

The letter in the March issue regarding the use of 'navel jelly' to remove rust stains from Dacron sails inspired some speculation and an amusing flurry of imagined visuals. One wonders whence this material derives. Mutual inspection of my boyfriend's navel and mine revealed a few dead skin cells and a bit of fuzz, but no jelly. Terrestrial mammals would be more likely a source of lint than of gelatinous material, but this could be a function of navel depth/breadth and environment. Marine mammals are a plausible alternative, given the general soggy of their lifestyles. Do you suppose that one must obtain permits from the U.S. Fish & Wildlife Service, or will a simple statement that "no marine mammals were harmed in the process of harvesting navel jelly" suffice?

By the way, naval jelly works, too.

Jean Ouellette
San Francisco

DON'T MIX THE JELLIES

I was appalled to read the March issue advice offered by Buz Glass, and seconded by *Latitude*, advocating the use of navel jelly for cleaning rust stains from sails. The packaging



Consumer warning: There are three types of 'jelly', and they should never be confused: Navel Jelly, Naval Jelly and Grape Jelly.

clearly states that "... Navel Jelly is intended only for cleaning belly buttons." The same manufacturer offers a similarly-named product called 'Naval Jelly' which is useful for reducing iron oxide. I have never tried this on sail stains, but it does work well on metals. I can speak from painful personal experience on the consequences of confusing these two products, having once tried to clean my belly button using naval jelly!

Jim Brown
Already There, F-27
Pleasanton

Jim — In these troubled and confusing times, it's important

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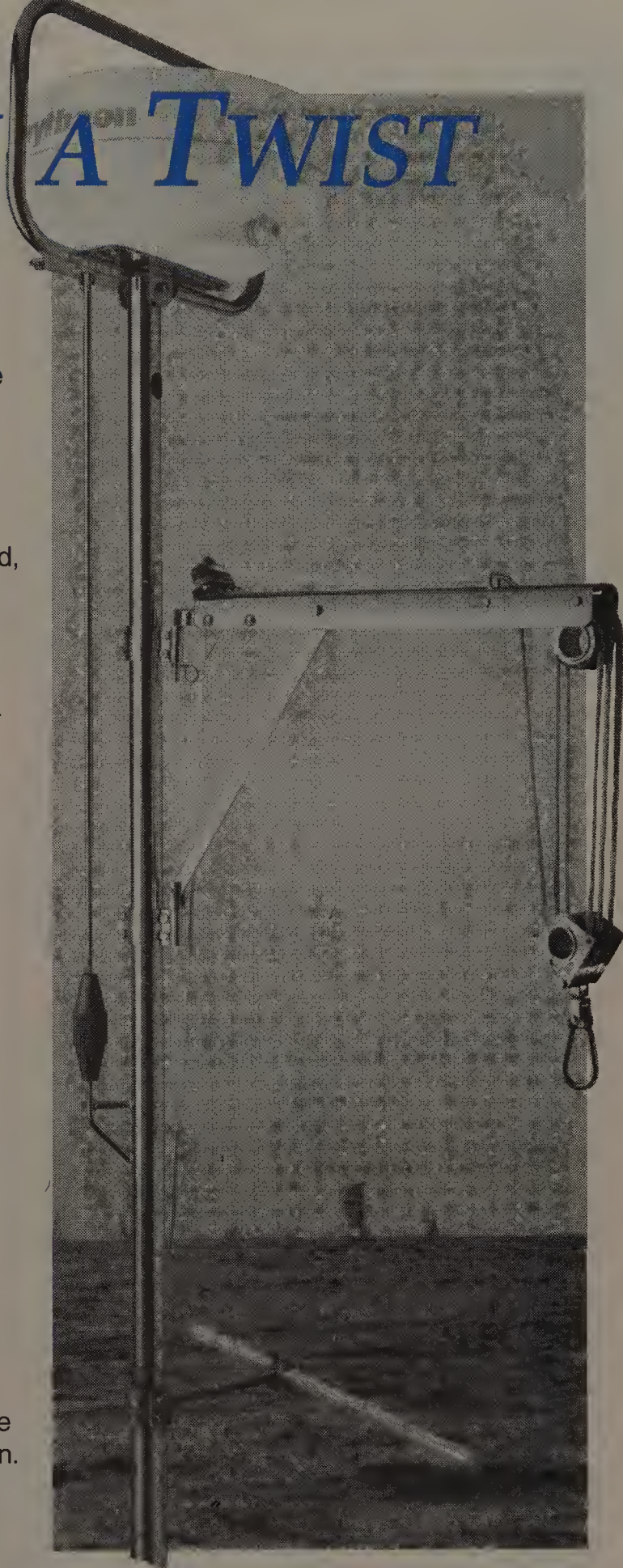
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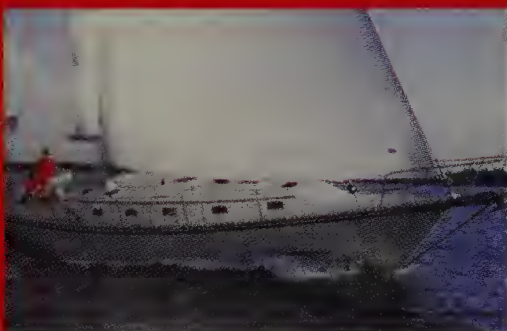
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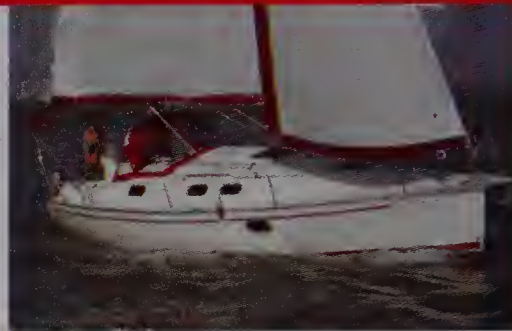
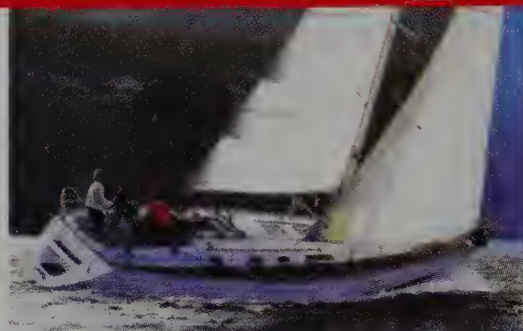

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If you're planning to "head out the Golden Gate and turn left," you should investigate Caliber Long Range Cruisers. Their pure cruising underbody, NACA foil cruising fin keel, and protected skeg rudder will keep you on course to your cruising destinations. Below, you'll revel in the generous accommodations and amazing storage. When the wind dies, your Caliber 40LRC can cruise under power for up to 1,600 miles — even farther when motor-sailing. And under sail, Caliber's exclusive, Convertible Cutter Rig™ will let you adjust to any wind conditions.

Caliber Long Range Cruisers are available in 35, 40, and 47 foot lengths.

Pioneers for the past 35 years, a leader in the marine industry, always famous, Dufour is on the forefront as one of the largest sailboat builders in the world. The Dufour Arpege was the best seller of the '70s with 1,500 units sold worldwide — a record at that time. Today, over 6,000 Dufour Yachts are still sailing and are much sought after on the used boat market.

Today, Dufour's Classic Series blends modern design with traditional elegance, vacuum bag construction with varnished African mahogany interiors, and low-profiles with spacious floorplans.

Dufour models are available in the following sizes: 34, 36, 38, 40* and 44 feet.

Gib'Seas are unique in the sailing world, built by Dufour to meet the rigors of the demanding charter trade. They are rugged, easy to service, bright, airy, and comfortable at sea. The spacious interiors are richly appointed with varnished plantation teak. Designs focus on maximizing accommodations.

Current offerings include a 2-stateroom 33 footer, a 3 stateroom 37, a 3 stateroom 41, a 4-stateroom (convertible to 3) 43 footer, and a 5 stateroom 51 footer. The 43 won the *Cruising World* "Boat of the Year" award for 2001, and has the best convertible cabin scheme we've seen.

Let the experts at Cruising Specialists place a new Gib'Sea in charter service for you!



Cruising Specialists

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1120 Ballena Boulevard, Alameda, CA 94501 • (510) 521-5544 • FAX (510) 521-6677

* "Boat of the Year" or "Top Ten" Winner

EVERY TASTE AND BUDGET



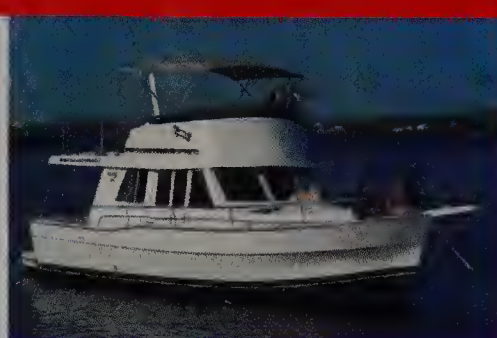
The largest sailing yacht builder in the USA, Hunter offers the incredible Hunter's Child 50, 6 IMCI Ocean Certified (unlimited) models: the 466, 456, 426DS (Deck Saloon) (shown), 426, 386, and 356*; and 2 Offshore Certified (coastal) models: the 326, and 306, to choose from. We stock all Hunter keelboat models (except the HC50) and can often provide immediate delivery. Our expert service staff will custom equip your new Hunter to take you across the bay, up and down the coast, or around the world.

If you haven't seen a Hunter lately, the new "6 Series" models are a must see. With improvements from Kevlar® reinforced hulls to varnished teak interiors.



As a unit of the world's largest sailing yacht builder, Jeanneau offers old world, custom, craftsmanship blended with modern technology at affordable prices. Jeanneaus are ISO 9001 Certified and Kevlar® reinforced, Category A (unlimited Ocean) performance cruisers and are available in the following models: 32* (Category B — Offshore), 35*, 37*, 40, 40DS (Deck Saloon), 43, 43DS*, 45.2, 52.2, and the incredible new 54DS. We can customize your Jeanneau with everything from integrated electronics to teak decks to create a yacht that's uniquely yours.

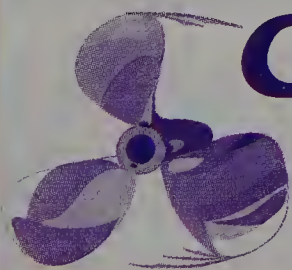
Jeanneaus are built in France and demand usually exceeds supply. We recommend placing your order early!



Mainship is the world's largest trawler builder, outselling all others combined! Since 1977, with the launch of the first Mainship 34 Trawler, the company has offered American made, all fiberglass, easy to maintain, dependable, diesel powered trawlers and pilots (New England lobster style boats) with serious sea-going capabilities.

For the 2003 model year, Mainship offers four Pilot models: the 30II Express and Sedan, and the 34 Express and Sedan. In the Trawler range, there's the new 340, the ever popular 390 (shown above), the new 400, and the luxurious 430.

From just over \$100,000 to just under \$500,000, there's a Mainship to fit your cruising plans and budget.



Cruising Specialists

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* "Boat of the Year" or "Top Ten" Winner



Hylas - Elegant at Anchor Strong and Fast Offshore



The design of a Hylas is exceeded only by the strength of our development program.



A Hylas offers beamier aft sections than most other yachts (re-

Leading-edge thinking inspired by modern offshore racing can be found throughout our line. In the 46 pictured above, the plumb bow and beamy aft sections deliver swiftness, power, and stability, while maximizing space down below. There is more



Hylas 46
Also available,
Hylas 49, 54, 54 Raised Saloon,
and the new 66



Hylas 54

ample room for a luxurious owner's suite aft, beautifully finished in hand-chosen woods. Offshore comfort is further enhanced by the way we build our hulls. We invite your closer inspection of the Frers-designed Hylas 54 and 46. You'll find that no other yachts compete. On the water. Or on the drawing board.

Hylas

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Marblehead, MA 01945

1-800-875-5114

Web: www.hylasyachtsusa.com
Email: sales@hylasoffshoryachts.com

Pacific SAIL EXPO®

PRE-SHOW PLANNER

A complete guide to help you plan your attendance at sailing's premier West Coast show.



Dear Sailors,

Sail America and *Latitude 38* are pleased to present the show planning guide for the 8th Annual Pacific SAIL EXPO. This book will walk you through all of the exciting changes, news, special events and happenings currently planned for this all-sail show that runs April 23-27, 2003, at Jack London Square in Oakland.


This year, more than ever, you will notice a new look and feel to the show. With a Caltrans construction project underway in Jack London Square, the layout of the show now extends to all marina basins, and you will find exciting exhibits and show displays spread throughout the Square.

As you begin to plan your visit to Pacific SAIL EXPO, consider the following top five reasons for attending the show this year:

1. **BIG:** More than 300 exhibitors have confirmed that they will be exhibiting all of their latest and greatest sailing products for you to see, discuss and compare. Whether sailboats and accessories, sailing courses and vacations, or services and apparel, if it has to do with sailing, you will find it at Pacific SAIL EXPO. See pages 10-22.
2. **EDUCATIONAL:** Choose from more than 100 entertaining and educational seminars presented over the five days of the show, included with your ticket to the show. See pages 26-31
3. **FUN:** Exhibitors roll out the red carpet on Friday night during Exhibitor Hospitality Night as many host informal parties at their booths. And don't miss the second annual cruiser's bash on Saturday night at the food court. All sailors at the show on Saturday are invited! See page 40.
4. **HISTORIC:** Visit PSE to check out two incredible Tall Ships – the *Hawaiian Chieftain* (Wed, Fri, Sat) and the *Irving Johnson* (Fri only) will be on display at the show docks. Important note, these two impressive ships will be at the show for a limited time only! See page 36.
5. **AND MORE:** Hourly sea anchor deployment demos, the Lewmar winch grinding contest, Jack Klang and his chart blanket, an Etchells Class regatta and more will all be appearing at the show this year.

With all of the above and more going on, Pacific SAIL EXPO 2003 is more than a boat show – consider it the perfect sailing festival to get you ready and excited for another great sailing season!

See you at PSE,


Scot West
Executive Director
Sail America

The Sail America Web site will post the latest information on special events and attractions. Head to www.sailamerica.com for complete and up-to-the-minute preview of the show before you head to Pacific SAIL EXPO. See you there!



OFFICIAL PACIFIC SAIL EXPO SHOW PLANNER FOR 2003

Boats on Display	10, 14
Exhibitor List	16-22
Seminars	26-31
Local Phone Numbers & Info ...	28
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**Win a Charter
From the Moorings!**

See page 46



New Hunter 426 Deck Saloon



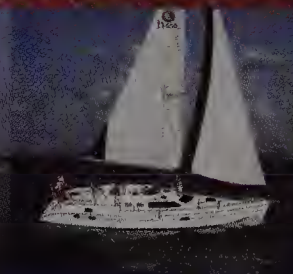
ACP Trailerables 9'-21'



Water-Ballast Trailerables
24'-26'



Mid-Size Cruisers 30'-35'



Center Cockpit Cruisers 42'-45'



Aft Cockpit Cruisers 38'-46'

DISCOVER THE DIFFERENCE

For over thirty years, Hunter Marine has been the innovation leader of the sailing industry. Our focus continues to be providing you with the safest, strongest, easy to sail and most comfortable boats on the water. From 9 to 50 feet, Hunter has one for you. Come Discover the Difference aboard a Hunter.

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MARINE CORPORATION
AN EMPLOYEE OWNERSHIP COMPANY
YEARS DISCOVER THE DIFFERENCE

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above all else meets
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craftsmanship to
ange of sailboats that
he diverse needs
ustomers



BOATS ON DISPLAY (as of 3/7/03)

More than 100 new sailboats ranging from dinghies and beach cats to daysailers and cruisers will be on the water and open for viewing at Pacific SAIL EXPO. Second in size in the U.S. after only Annapolis, and the largest sailboat show on the Pacific Rim, Pacific SAIL EXPO rivals the world's largest sailboat shows for variety of boats and gear on display.

Bauer 8',10',12'

Beneteau 331
Beneteau 361
Beneteau 393
Beneteau 42 CC
Beneteau 423
Beneteau 473
Beneteau First 36.7
Beneteau First 40.7
Beneteau First 47.7

C&C 99

Caliber 40 LRC

Capri 14



C&C 99

Hunter 326
Hunter 356
Hunter 386
Hunter 410
Hunter 420
Hunter 426
Hunter 456
Hunter 466
Hunter Excite
Hunter Liberty

Hylas 46
Hylas 49
Hylas 54

Island Packet 380
Island Packet 420

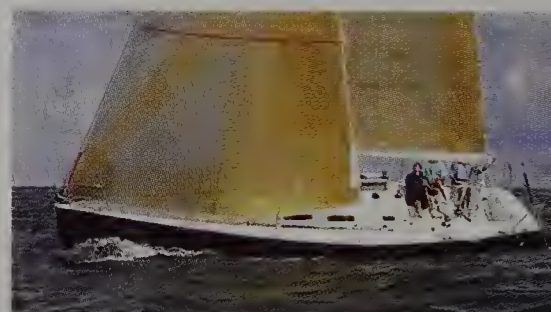
J/105
J/109

Hallberg-Rassy 46

Harbor 20

Hobie Bravo
Hobie Getaway
Hobie Tiger
Hobie Wave

Hunter 146
Hunter 170
Hunter 216
Hunter 240
Hunter 306



J/109



CORSAIR 36 TRIMARAN INTERIOR

Catalina 250 Keel
Catalina 310
Catalina 320
Catalina 34 MKII
Catalina 350
Catalina 36 MKII
Catalina 380

Catalina 400 MKII
Catalina 470

Cienzi 45
Colgate 26

Corsair 24
Corsair 31
Corsair 36

Dufour Classic 36
Dufour Classic 38

Flying Scot

Gemini 34

Gib' Sea 43



CATALINA 350



VANGUARD NOMAD

View updates at www.sailamerica.com

continued on page 14



J the
performance
® sailing
WORLD school



**Winning races requires knowledge,
skill, practice, and luck.
For luck, you are on your own.
For the rest, there's J/WORLD.**

The front of the fleet weren't born there.

**J/WORLD gives you the
tools which will get you
to the front of your fleet.
Whether you own a boat
and have raced many
seasons, or have crewed
but are looking to take
the helm with confi-
dence, we have courses
designed to get you
around the buoys faster.**

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Theory & practice.**

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start winning races.**



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e l i m i n a t e t h e e x c u s e s

30 Reasons Why Your

1 J's are known as the **best sailing sailboats**, good both upwind and downwind. This superior sailing performance means you sail 75% of the time rather than only 25% as is common with many "cruising" sailboats, which too often use the engine to get anywhere.



2 J's have **graceful and sleek looks** with low freeboard, smooth, undistorted lines to the hull and flared topsides. One yachting journalist commented, "A boat that performs better, looks better."

3 Market demand for J's and **exceptional resale value** are the result of over 10,000 J owners worldwide having the highest loyalty index among sailboat brands.

4 TPI Composites, J Boats' building partner since launching the J/24 in 1977, is the founder (1958) and leader in fiberglass, composite construction with **more experience serving sailboat owners** (43 years) than any builder in America. J owners can tap into a worldwide network of J dealers to help maximize their knowledge and enjoyment of sailing.

5 J's are designed and built to stand up to severe offshore conditions: TPI's patented SCRIMP composite construction has

twice the strength of conventional hand-laid fiberglass construction with less risk of delamination. J's also have keel-stepped masts; a full, molded, athwartships bulkhead bonded to hull & deck; and heavy duty keel support stringers.

6 A vinyl ester barrier coat applied between gelcoat and outer hull skin permits an industry leading **10-year transferable warranty** against osmotic blistering.

7 J's have **better stability**, due to a lower VCG (vertical center of gravity) that is as much as 2 feet below the waterline. This is achieved with composite construction, carbon rigs, low freeboard, uncluttered decks and lead keels with bulbs.

8 A low VCG means **greater sail carrying ability**. Sail area dampens the rock and roll of waves making for a smoother ride and increased performance. Combined with their adjustable rigs and sensible sail plans, you might sail for a year without ever having to reef a J.

9 J's are **fun to sail**. Easily driven hull shapes designed for the sea rather than a rating rule, mean J's perform more predictably and are more forgiving, performing better with less sail area and lower sheet loads.

10 A long, balanced waterline and narrow waterline beam with buoyant forward sections makes for **seakindly motion**. The bow lifts over, rather than submarining into large waves when surfing downwind.

11 The light, **finger-tip control** on large, responsive wheels is almost effortless...contributing to less fatigue on people or on autopilots. The steering

station is designed to keep the skipper dry and comfortable while seated outboard to see the sails and waves.

12 Balanced spade rudders permit **better maneuverability** while sailing in tight quarters, less helm loads at sea, and easier docking under engine, especially in reverse.

13 J's sail better under main alone than many boats with jib and main, and are thus **much easier to sail single-handed**. Mainsheet controls are within reach of the helmsman as are primary winches for sailing alone or with crew resting.

14 With a J, there's **more sailing and less maintenance** thanks to easy engine access, no wood on decks, superb construction and thoroughly tested mechanical systems.



15 J's are designed for **easy asymmetric spinnaker** operation using cockpit operated snuffers and a spinnaker halyard exit located 18" over the headstay to permit jibing with snuffer. J Boats pioneered this system which can be operated single-handed from the cockpit with an autopilot.

16 J's are equipped with the **best gear** including carbon fiber masts from Hall Spars, Navtec Rod Rigging, high tech halyards from Hall Rigging, Harken Roller Furling, Lewmar winches and Edson Steering systems...all tested to the limit by the best sailors in the world.

17 **Better mast and sail shape control** is achieved with swept-back spreaders and backstay adjusters to help bend the mast and change headstay tension to suit varying wind conditions without the need for running backstays.

18 J's have **comfortable aft cockpits** with articulated backrests and proper foot bracing for comfort at anchor or at sea. Aft



Next Boat Should be a J[®]

cockpit designs are dry and smooth riding offshore while providing open interiors for living aboard. Excellent non-skid surfaces, wide side-decks and uncluttered cabin tops make movement on deck secure in all conditions.

19 Entering or exiting from below in rough seas can be the most dangerous moment offshore. J's have a safe **companionway entrance**...protected by a dodger. It's a single step from the cockpit floor over the bridgedeck onto the first inside step of the main cabin stairway.

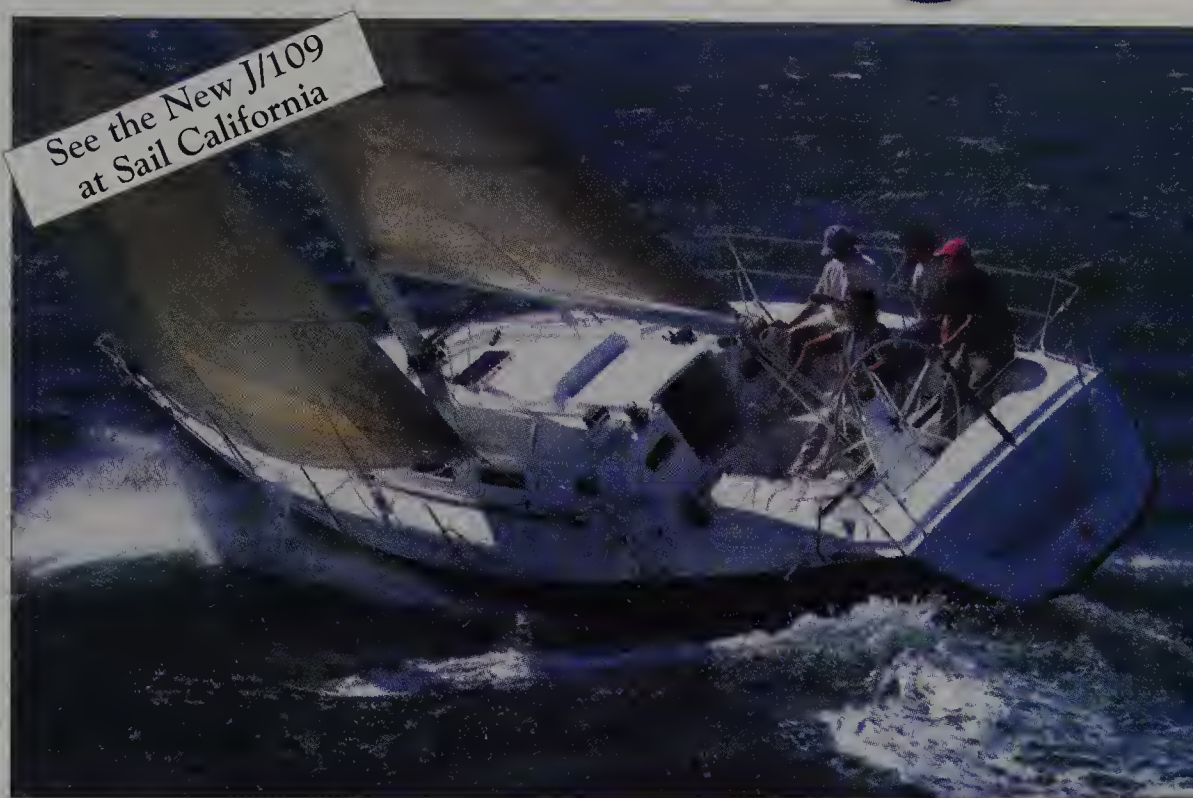
20 Low profile cabin trunks and use of 100% jibs when cruising, instead of large overlapping genoas mean **better visibility from the helm** for safer and easier sailing in crowded harbors.

21 J's are designed for **passagemaking comfort**. In the cockpit, under the dodger out of cold, driving wind and rain, one can monitor the radar, plotter and computer visible at the nav station, while controlling the boat from an autopilot remote.

22 Going below on a J is less like going below on other boats thanks to a **sense of space** achieved by a balance between headroom and the height of the portlights above the cabin sole. It's important for one's equilibrium to see what's going on above-deck.

23 J's have **superb ventilation** thanks to air vents in masts, overhead hatches, open interior, but most importantly: generous opening ports on cabin sides to provide cross ventilation in the cabin.

24 The **classic, functional, time-tested interiors** of J's are designed for sailing at sea with secure galleys, good interior handholds, beautiful cold-molded joinerwork, and generous-sized main cabin settees that double as full length sea berths. The owner's cabin is placed forward



where there is less cockpit and engine noise, more light and ventilation and greater headroom.

25 J Boats, Inc., in its 25th year, is owned and **managed by families that sail** and whose long-term outlook is focused on customer satisfaction and building the #1 Performance Brand in sailing. In 2000, J Boats accounted for 34% of all boats competing in 12 of the most popular racing events in the USA (the next closest brand had 6%).

26 J Boats has the **best track record** in sailing for innovation and design as evidenced by: 11 *Cruising World/Sailing World* boat-of-the-year awards in 14 years; 1997 *SAIL* Award for Industry Leadership; 2 American Sailboat Hall of Fame Designs (J/24 & J/35); 3 ISAF International One-Design Classes (J/22, J/24, J/80); and *Fortune* Magazine Recognition as one of the 100 best products built in America.

27 Counting crew, there are more than 100,000 **friends to meet** sailing J's, populating the most beautiful sailing harbors of more than 35 countries of the world. After all, sailing is friends.

28 J Boats, Inc. is a case study at the Harvard Business School exemplifying how **product value** and a world brand was built



with efficient management of resources, better design, high quality construction and a focus on owner needs.

29 J World Sailing School in San Francisco Bay, San Diego, Newport, Key West and Annapolis can bring you up to speed starting at any level on a J from beginner to intermediate cruising or racing. J World is ranked as the #1 sailing school in the country by *Practical Sailor* magazine.

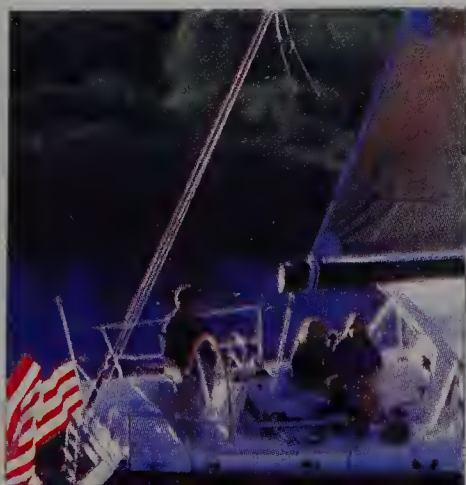
30 For more reasons to own a J, please visit our **comprehensive website** for current news, owner forums and technical information.

J[®]
BOATS

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San Francisco
Bay Area!

Sail California

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BOATS ON DISPLAY (as of 3/7/03)

continued from page 10

J/120

J/160

JS9000

Jeanneau Sun

Odyssey 32

Jeanneau Sun

Odyssey 35

Jeanneau Sun

Odyssey 43

Jeanneau Sun

Odyssey 43DS

Lagoon 380

Laser Pro

Lido 14

MacGregor 26

Malö 41

Najad 46

Nauticat 42



SWAN 82 WEST COAST DEBUT – BOARDING BY APPOINTMENT

Pacific Seacraft 44

Pacific Seacraft

Crealock 40

Pacific Seacraft

Dana 24

Pico

Raider

Rhodes 22

Sabre 402

Sabre 426

Santa Cruz 52

Santana 22

Schock 40

Seawind 33

Sunfish

Swan 48

Swan 82

Sydney 32

Sydney 38

Tartan 3700

Tartan 4400

Tayana 48T

Tom 28

Trinka

Ultimate 20

Ultimate 24

Ultimate 27

Valiant 50



SCHOCK 40

Nomad

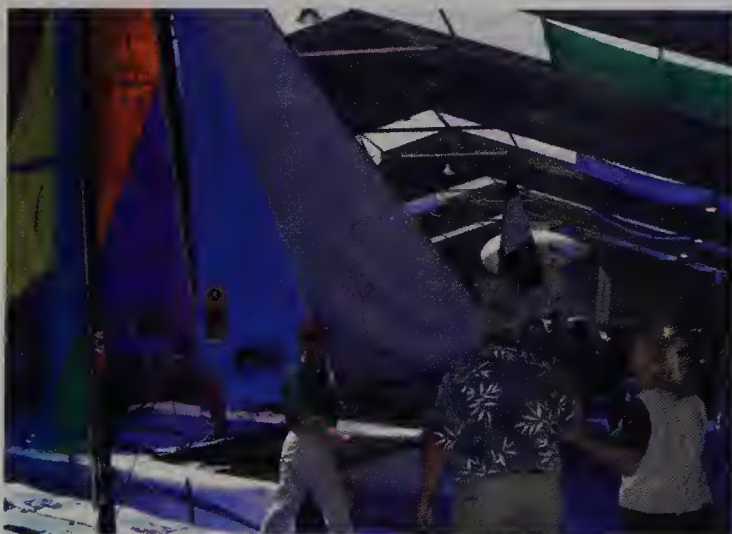
Northwind 43

Optimist

Outbound 44



TOM 28



SMALL BOATS IN THE TENTS



OUTBOUND 44

Vanguard 15

Vilm 38

Wauquiez 40

Wauquiez 45

West Wight Potter 19

WylieCat 39

Zuma



Notice to Mariners:
Please check our Web site,
www.sailamerica.com,
regularly for changes,
additions and updates to this
list of boats on display.

Sydney Yachts

Sydney 38

The yellow wheel gets your attention!!!

32 • 36 • 38 • 40 • 41 • 44 • 46 • 60

...exceptional performance, quality construction and family comfort keeps it!

The Sydney line of enhanced performance sailboats represent the ultimate blend of go-fast pleasure with interior comfort for family and friends. Sydney has built over 50 of the winning Sydney 38s and has met success in a wide variety of round-the-buoy and offshore races. High quality composite construction and fastidious attention to finish creates a yacht that is both safe and enjoyable.

They're built to a tough 'yacht standard' yet remain utterly simple to sail without overlapping jibs or running backstays. Sydneys continue to win on the race course and in the hearts and minds of many satisfied sailors worldwide.

Look for the bright colored wheel, get aboard, have a sail, and you'll be captivated!



Interior of the new Sydney 32

Sydney 32



To learn more about the Sydney Yachts line, visit
www.nelsonyachts.net

To step aboard a Sydney Yacht, visit us at
Pacific Sail Expo

Nelson Yachts

www.nelsonyachts.net

(510) 337-2870

EXHIBITORS (as of 3/7/03)

By Category

More than 300 exhibitors are bringing their sailboats, products and services to the San Francisco Bay Area. This year, exhibitors are traveling from throughout the U.S. and Canada, as well as from Austria, Australia, Bermuda, Hong Kong, and the United Kingdom. Come and see what the world has to offer.

Sailboat Dealers & Manufacturers

Arena Yacht Sales
Bauteck Marine Corp., Inc.
Beneteau
C&C Yachts
CNB/Lagoon

Meet the Experts –
Most exhibitors will have company experts available direct from the factory.

Caliber Yachts, Inc.
Catalina Yachts
Catana
Corsair
Cruising Cats
Cruising Specialists
Discovery Yachts
Dufour Yachts USA



Fairport Yachts
Flying Scot
General Boats International
H&S Yacht Sales
Helms Yacht Sales

Hobie Cat Co.
Hunter Marine
Hylas Yachts, Inc.
Inter-Yacht, Inc.
Island Packet
J/Boats
Jeanneau America
Johannsen Boat Works, Inc.
Malö
Marine Servicenter
Mason Yachts
The Moorings, Ltd.
Morris Yachts
Najad Sailboats/
Seacraft Yacht Sales
Nelson Yachts
Northwind Yachts
Offshore Sailing School, Ltd., Inc.
Outbound Yachts
Pacific Seacraft Corp.
Pacific Sport Boats
Pacific Yacht Imports
Passage Yachts, Inc.
Porta-bote International
Sail California
Santa Cruz Yachts, LLC
Saveke Offshore Expeditions
Schooner Creek Boat Works
Siltala
Svendsen's Marine
Swan Yacht Sales
Swarbrick Yachts Int'l
Sydney Yachts
TMM Bareboat Vacations
Tartan Yachts
Tayana Yachts

Valiant Yachts
Vanguard
W.D. Schock
West Wight Potter/
International Marine
West Marine
Yachtfinders/Windseakers

Air Conditioning, Ventilation & Heating

A to Z Marine
Davis Instruments Corp.
Frigoboat-Climma N.A.
Glacier Bay, Inc.
Interwestern Sales
Mariner's Hardware
Maritime Trading Co.
West Marine

Alternate Energy: Solar, Water, Wind

Hotwire Enterprises
Trillium Windmills, Inc.
Watermaker Store/
Water & Power Inc.
West Marine

Anchors, Chocks & Ground Tackle

Edson International
Imtra Corporation
Rigging Only
Secure Mooring
Connection Anchor
Svendsen's Marine Store
Swiss Tech America
West Marine

Art & Sculptures

Nautical Gold Creations
Sail Classics, Inc.
Sailplans.com
Trident Studio/The
Scale Model Company
West Marine

Autopilots

Brookes & Gatehouse
Comnav Marine Ltd.
Euro Marine Trading
Furuno U.S.A., Inc.
Jack D. Scullion
Yacht Services
Raymarine, Inc.
Richards Marine
Marketing
Scanmar International

Star Marine
Electronics, Inc.
West Marine
WINDPILOT

Batteries & Chargers

A to Z Marine
American Battery Co.
Jack D. Scullion
Yacht Services
Star Marine
Electronics, Inc.
Surrette Battery Co.
Svendsen's Marine
Trillium Windmills, Inc.
Watermaker Store/
Water & Power Inc.
West Marine

Bilge Pumps & Blowers

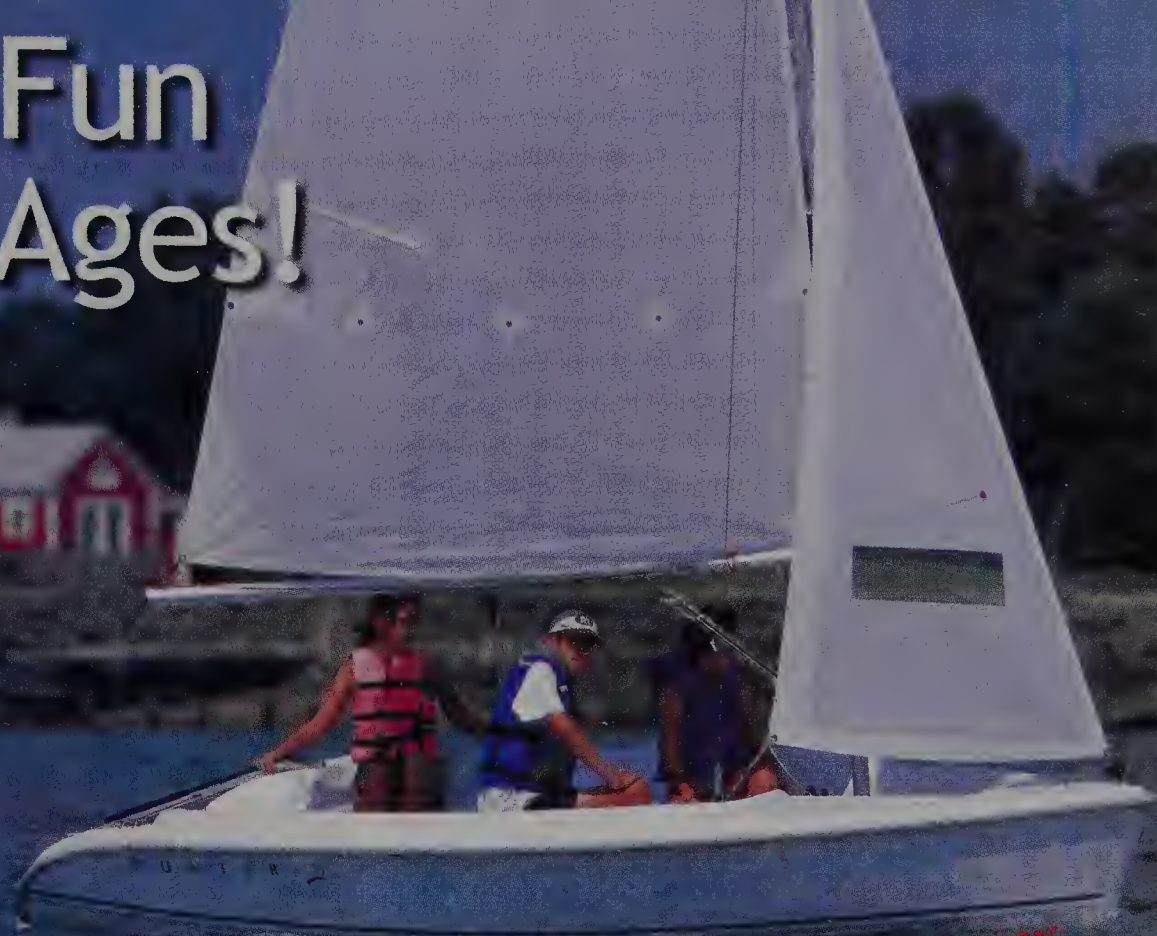
Edson International
Interwestern Sales
Svendsen's Marine Store
West Marine

Chartering, Schools & Instruction

American Sailing Association
Anacortes Yacht Charters
Bitter End Yacht Club
International, Inc.
Bluewater Catamaran Expeditions
British Virgin Islands
Tourism Board
Club Nautique
DIY Boat Owner Magazine
Maritime Institute, Inc.
The Moorings, Ltd.
Modern Sailing Academy
Najad Sailboats/
Seacraft Yacht Sales
OCSC Sailing - SF Bay
Offshore Sailing School,
Ltd., Inc.
Penmar Marine Co.
Poseidon Charters
Saveke Offshore
Expeditions
Sea Sense/The Women's
Sailing School
Starpeth School of
Navigation
Sunsail

continued on page 18

Family Fun For All Ages!

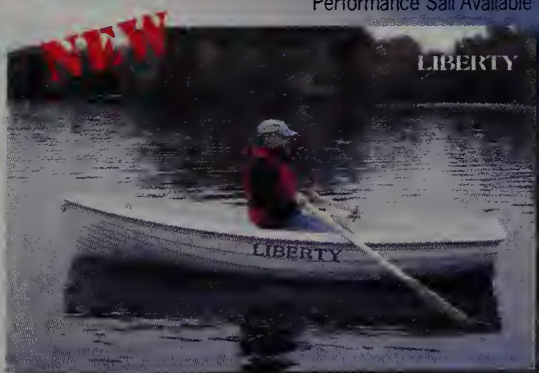


NEW
146

Discover the Difference.



Performance Sail Available



Optional Sail Kit Available



One-Design Performance



Includes Roller Furling Jib



Galvanized Trailer Standard

No matter what your sailing expertise is, Hunter Marine has the boat for you and your family. Our patented Advanced Composite Process creates a tough unsinkable hull thermoformed with a UV-protected plastic, reinforced with fiberglass mat and injected with closed cell foam. Our noted designers have made them fun to sail and our talented engineers made them easy to rig. Come discover for yourself why Hunter is leading the way to family fun on the water.

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EXHIBITORS

continued from page 16

By Category

Tradewinds Sailing School
US Sailing

Cleaners, Paints, Finishes, Removers & Sealants

3M Marine Trades
Awlgrip North America
Davis Instruments Corp.
Detco Marine
Interlux Yacht Finishes
Interwestern Sales
Mariner's Hardware
Neatitems.com
Orange TKO
Poli Glow Products, Inc.
Spartite/Cass Polymers
West Marine
West Teak, Inc.
Western Marine
Marketing, Inc.
X-treme Tape, Inc.

Clothing, Footwear, Foulies & Accessories

All About Eyes
Chapin Company, The
Euro Marine Trading
Gill North America, Ltd.
Guy Cotten, Inc.
Harken, Inc.
Henri Lloyd N.A., Inc.
High Seas Trading Co.
Latitude 38
Latitudes & Attitudes
Nautical Gold Creations
Pineapple Sails
Polarized Optics
Protech
Ronstan
International, Inc.
Rum Reggae
Sailing Angles, Inc.
Sailplans.com
Sea Fever Gear
UK Sailmakers
US Sailing
West Marine
Your Eyes

Computers & Software

Brookes & Gatehouse

Comnav Marine, Ltd.
Gerry Cruising Charts
OCENS
Raymarine, Inc.
Richards Marine
Marketing
Star Marine Electronics, Inc.
Starpath School of
Navigation
Tacktick/Layline
West Marine

Consultants

Associated Tax
Consultants
California Corrosion
Concepts
Hotwire Enterprises
Rigging Only
Tek-Dek, International
UK Sailmakers

Desalinators: Water Purifiers, Watermakers

A to Z Marine
Aquamarine, Inc.
Spectra Watermakers
Village Marine Tec
Watermaker Store/
Water & Power, Inc.
West Marine



Dinghies, Inflatables & Kayaks

Bauteck Marine Corp., Inc.
Ed Thomas & Assoc.
Grin Design, LLC
Hobie Cat Co.

Inflatable Fender Co.
Johannsen Boat
Works, Inc.
Mariner Boat Yard
Praktek, Inc.
Sal's Inflatable Services, Inc.
Voyager Marine
West Marine
YSH, LLC

Electrical Systems, Generators & Lighting

A to Z Marine
Beta Marine
Davis Instruments Corp.

Gerry Cruising Charts
Hotwire Enterprises
Jack D. Scullion
Yacht Services
OCENS
Raymarine, Inc.
Richards Marine
Marketing
Star Marine
Electronics, Inc.
Starpath School of
Navigation
Svendsen's Marine Store
Tacktick/Layline
West Marine



Fischer Panda
Generators, Inc.
Glacier Bay, Inc.
Hotwire Enterprises
Imtra Corporation
Jack D. Scullion
Yacht Services
Northern Lights/
Lugger
Scandvik, Inc.
Svendsen's
Marine Store
Watermaker Store/
Water & Power, Inc.
West Marine

Fabrics, Upholstery, Interiors & Canvas

Bottomsiders/CSI
C Cushions, Inc.
Handcraft Mattress Co.
Pacific Coast Canvas
Sail Classics, Inc.
Sailrite
West Marine

Finance & Insurance

BoatU.S.
Dimen Marine Financial
Services
Essex Credit Corp.
McGinnis Insurance
Trident Funding Corp.
Vessel Assist Association
of America
West Marine

Electronics & Navigation

Brookes & Gatehouse
Celestaire, Inc.
Comnav Marine
Davis Instruments Corp.
Euro Marine Trading
Furuno U.S.A., Inc.

EXHIBITORS

By Category

Galley Equipment

Forespar
Products Corp.
Frigoboat-
Climma N.A.
Glacier Bay, Inc.
Neatitems.com
P.Y.I., Inc.
Scandvik, Inc.
Sea Frost
Show-Me
Products
West Marine



Hardware & Rigging

ACC Marine
ATN
Ballenger Spar Systems, Inc.
Boat Leather
C. Sherman Johnson Co.
Davis Instruments Corp.
Dutchman MVB, Inc.
E-Z-Jax Systems, Inc.
Edson International
Euro Marine Trading
Forespar Products Corp.
Garhauer Marine
GBG Enterprises, Inc.
Gill North America, Ltd.
Harken, Inc.
Holt
Hydrovane Self
Steering, Inc.
Jack D. Scullion
Yacht Services
Kato Marine
LeFiell Manufacturing
Mariner's Hardware
Maritime Trading Co.
Ocean Marine Systems
ProFurl, Inc.
Rigging Only
Rodman & Co.
Ronstan International, Inc.
Scandvik, Inc.
Schaefer Marine, Inc.
Selden Mast, Inc.
Svendsen's Marine Store
West Marine
Western Marine
Marketing, Inc.
X-Treme Tape, Inc.

Life Rafts & Survival Equipment

ATN
Dutchman MVB, Inc.
Fiorentino Para Anchor
Guy Cotten, Inc.
Sal's Inflatable Services, Inc.
Viking Life Saving
Equipment (America) Inc.
West Marine
Winslow Lifteraft Co.

Line, Rope, Cordage

Boat Leather
Fiorentino Para Anchor
GBG Enterprises, Inc.
Rigging Only
Ronstan International, Inc.
Sailrite
Svendsen's Marine Store
West Marine

Marinas

Antioch Marina
Baja Naval
Boatyard & Marina
Bitter End Yacht Club
Emery Cove Marina
Emeryville Marina, LLC

Publishers, Periodicals, Music & Videos

Blue Water Sailing
BoatU.S.
Bright Works Publishing
Cruising World/
Sailing World

continued on page 22

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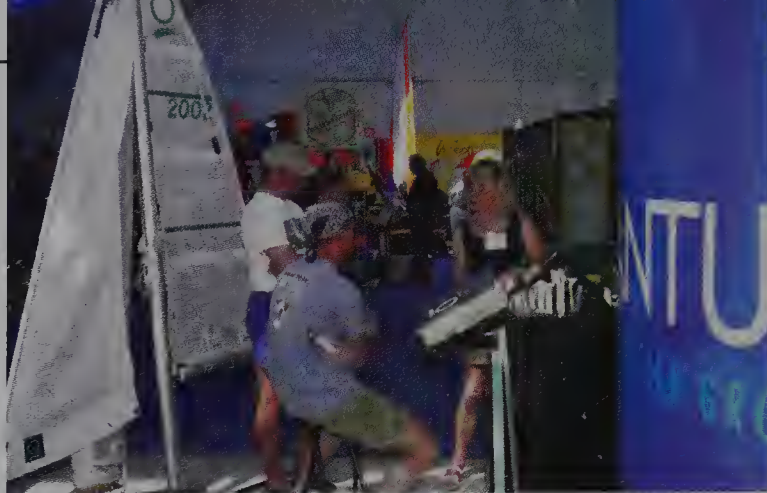
EXHIBITORS

continued from page 19

By Category

DIY Boat Owner Magazine
Dockside Publications, Inc.
Gerry Cruising Charts
Harken, Inc.
Hotwire Enterprises
Kas Assoc., Ltd.
Latitude 38
Latitudes & Attitudes

The Log
Ocean Navigator
Offshore Sailing School,
Ltd., Inc.
SAIL Magazine
Sailing Magazine
Sailplans.com
Sailrite
SeaFever Gear



Starpath School of
Navigation
US Sailing
West Marine
Yachting World

Refrigeration & Plumbing Systems

A to Z Marine
Edson International
Frigoboat-Climma N.A.
Glacier Bay
Interwestern Sales
Sea Frost
Svendsen's Marine Store
Village Marine Tec
Watermaker Store/
Water & Power, Inc.
West Marine

Sails, Sailmakers

ATN
Doyle Sailmakers
Dutchman MVB, Inc.
E-Z-Jax Systems, Inc.
Hong Kong Sail Makers
Larsen Sails/Neil Pryde Sails
North Sails San Francisco
Pineapple Sails
Quantum Pacific
Sailrite
UK Sailmakers
West Marine

Steering Systems

ACC Marine
Boat Leather
Edson International
Hydrovane Self
Steering, Inc.
Scanmar International
Voyager Marine
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Primary winch size
Traveler length
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Rigging diameter
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Number of cabinets
Number of opening hatches
Fresh water capacity
Fuel capacity
Holding tank capacity
Icebox capacity
Number of opening ports
Number of deck hatches
Number of A.C. outlets

*most models



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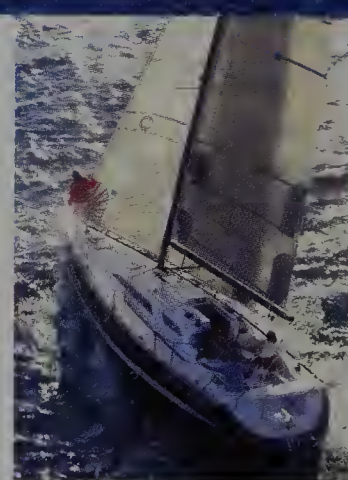
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SEMINARS (as of 3/7/03)

ALL SEMINARS *FREE* WITH SHOW ADMISSION

Four seminar rooms will be hosting a continuous seminar program for the full five days of the show. This extensive program is broken down into levels geared to all types of sailors – from those just getting started to the more experienced, advanced racer and cruiser. Check our Web site, **www.sailamerica.com**, for the most up-to-date topics and times.



<u>Time</u>	<u>Area</u>	<u>Topic</u>	<u>Expert</u>	<u>Sponsor</u>
Wednesday, 4/23				
1:30pm to 2:45pm	A	Weather Forecasting & Routing Tips for Ocean Passages	Rick Shema	<i>Ocean Navigator/Weatherguy</i>
	C	Fast and Easy Tips and Tricks for Boat Cleaning	Sherri Borro	Seaworthy Publications
	D	Cruise Control for Sailboats	Ted Thompson	Fleming Self Steering
3:00pm to 4:15pm	A	Preparations for Bluewater Cruising	Liza Copeland	Romany Publishing
	B	Navigational Tips to Save Your Life	TBD	American Sailing Association
	C	Shorthanded Sailing, Rigging & Skills	Martin Van Breems	Dutchman/MVB
	D	Propeller Performance	Steve Armitage	AB Marine
4:30pm to 5:45pm	A	Get the Most from Your GPS	Chuck Hawley	West Marine
	B	Emergency Navigation	David Burch	Starpath School of Navigation
	C	Life on the Sea of Cortez – Wild & Human	Gerry Cunningham	Gerry Cruising Charts
	D	Computers Onboard	Marilee Shaffer	Waypoint
Thursday, 4/24				
12:00pm to 1:15pm	A	Singlehanded Sailing	Etienne Giroire	ATN, Inc.
	B	High Voltage DC: The Future of Yacht System Power	Kevin Alston	Glacier Bay
	C	Crew Overboard Techniques & Solutions	Chuck Hawley	West Marine
	D	Basic Celestial Navigation	Ken Gebhart	Celestaire, Inc.
1:30pm to 2:45pm	A	Lake Huron's North Channel: Best Cruising in North America	Pixie Haughwout & Ralph Folsom	Sea Fever Gear
	B	Boatbuilding 101: The Building of <i>Seayanika</i>	Katriana & Erik Vader	Vader Marine
	C	Everything You Need to Know About Chartering	TBD	The Moorings
	D	How to Restore Dull and Faded Gelcoat	Jan Mundy	<i>DIY Boat Owner Magazine</i>
3:00pm to 4:15pm	A	<i>Red Sky in Mourning: Story of Survival at Sea</i>	Tami Oldham Ashcraft	Specialty Publications
	B	Practical Radar Usage	David Burch	Starpath School of Navigation
	C	Cruising Sails: Construction and Repair	Carol Hasse	Hasse & Co. Port Townsend Sails
	D	Docking Made Easier	Carol Cuddyer	Sea Sense

All seminars are subject to change; for updates, dates, times & locations check our Web site **www.sailamerica.com** and the Show Program when you arrive.

SEMINARS

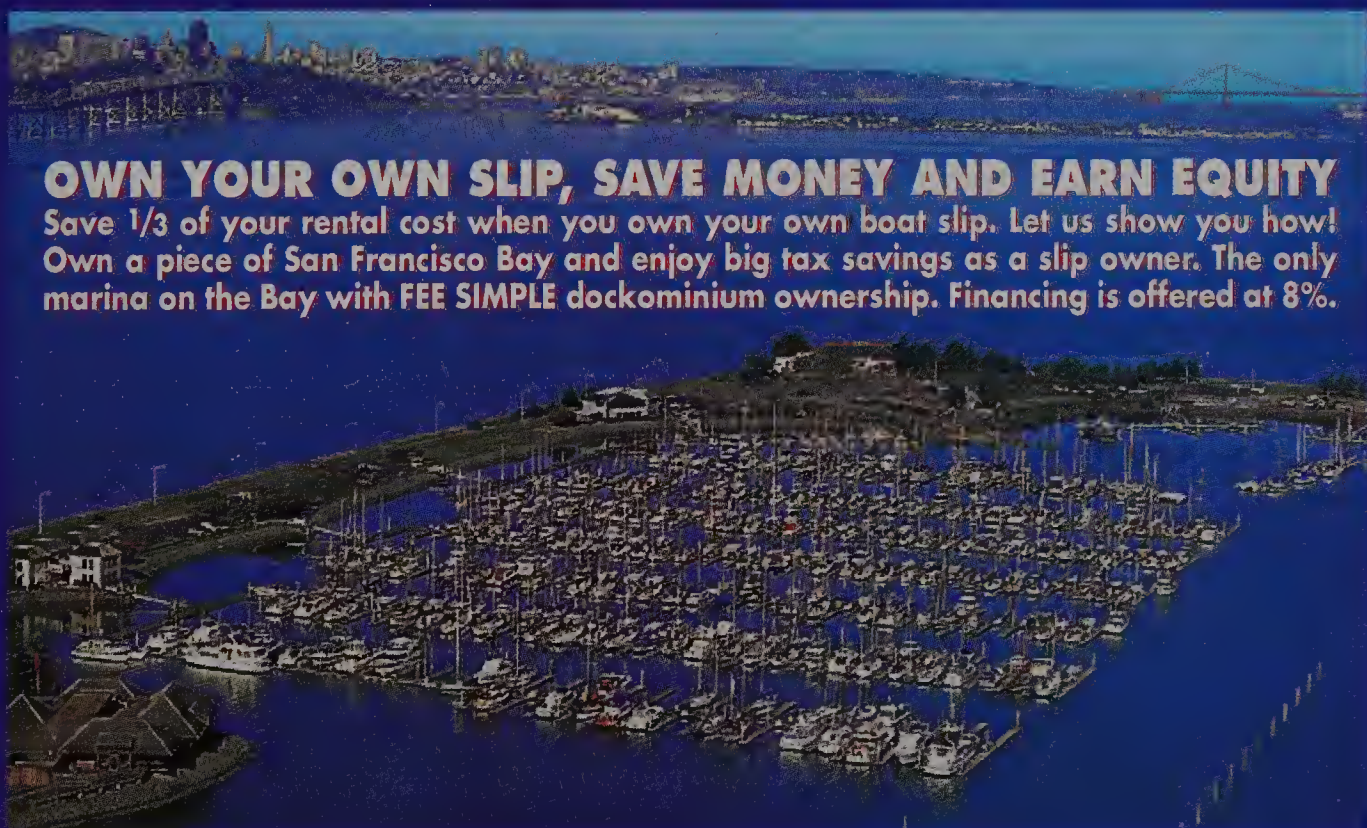
<u>Time</u>	<u>Area</u>	<u>Topic</u>	<u>Expert</u>	<u>Sponsor</u>
Thursday, 4/24 (cont.)				
4:30pm to 5:45pm	A	Weather Forecasting & Routing Tips for Ocean Passages	Rick Shema	<i>Ocean Navigator</i>
	B	Simple Skills for Sailing Smoothly	TBD	American Sailing Association
	C	Ten Tips for Cruising Freedom	L.M. Lawson	Paradise Cay Publications
	D	Offshore Emergencies	Bruce Brown	Bruce Brown & Associates
6:00pm	A	A Cruising Lifestyle According to Bob Bitchin	Bob Bitchin	<i>Latitudes & Attitudes</i>
Friday, 4/25				
10:30am to 11:45am	A	Self-Steering for Cruising Sailboats	Peter Foerthmann	WINDPILOT
	B	Safety Seminar: Liferafts	Bruce Brown	Bruce Brown & Associates
	C	Tales of the Remote South Pacific	Barbara Marrett	<i>Cruising World</i>
	D	Get Rid of Boat Odors: They Aren't All in Your Head!	Peggie Hall	Seaworthy Publications
12:00pm to 1:15pm	A	Sail Greece Sail the World	Stan Baker	Poseidon Charters
	B	Storm Preparation While Cruising	Pam Wall	West Marine
	C	What Every Boat Owner Should Know About Corrosion & Corrosion Control	Darby Howard	California Corrosion Concepts
	D	Sailmail: Radio email Onboard	Jim & Sue Corenman	Pineapple Sails

continued on page 28

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SEMINARS continued from page 27

<u>Time</u>	<u>Area</u>	<u>Topic</u>	<u>Expert</u>	<u>Sponsor</u>
Friday, 4/25 (cont.)				
1:30pm to 2:45pm	A	Circumnavigating the Caribbean	Liza Copeland	Romany Publishing
	B	Be Your Own Boat Surveyor – Almost	Jim & Diana Jessie	<i>SAIL</i> Magazine
	C	Liferaft Survival & Rescue at Sea	Charles Daneko	WINSLOW LifeRaft Co.
	D	Practical Celestial Navigation	Ken Gebhart	Celestaire, Inc.
3:00pm to 4:15pm	A	Sail Inventory & Handling for Cruisers	Carol Hasse	Hasse & Co. Port Townsend Sails
	B	How to Be Your Own Weatherman/Woman	Lee Chesneau	<i>Ocean Navigator/NWS</i>
	C	Medical Preparations & Resources for Staying Healthy While Cruising	Jan Loomis	Meridian Passage Consulting
	D	Outfitting for Blue Water Cruising	Pam Wall	West Marine
4:30pm to 5:45pm	A	What Is a Woman's Role in Boating?	Margo Wood	Waypoint
	B	Baja Ha-Ha Cruisers' Rally	Richard Spindler	<i>Latitude 38</i>
	C	Marlinspike Seamanship & Nautical Tradition	TBD	American Sailing Association
	D	Prepare for Safety: Lessons Learned from Experience	Bruce Brown	Bruce Brown & Associates
6:00pm	B	Baja Ha-Ha Reunion Party	Richard Spindler	<i>Latitude 38</i>

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 Amtrak Passenger Trains (800) 872-7245
 BART (Bay Area Rapid Transit: connects SF, 25 East Bay cities and Daly City) (510) 465-2278 (650) 992-2278
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 Golden Gate Transit (Marin/Sonoma Bus, Ferry from Sausalito and Larkspur to SF) (415) 455-2000
 Greyhound Bus (800) 231-2222
 Muni (SF Bus & Cable Car) 511 or (415) 673-MUNI (6864)
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 Water Taxi (Alameda/Oakland Estuary) (510) 839-7572

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 Lake Merritt/Lakeside Park/Children's Fairyland, Lakeside Drive & Grand Avenue (510) 238-2196
 Oakland Arena (510) 762-2277
 Oakland Museum of California (art, natural science & history), 1000 Oak Street (510) 238-2200
 Oakland Zoo/Knowland Park, 9777 Golf Links Road off Hwy. 580 (510) 632-9523
 USS Hornet Museum, Alameda Naval Air Station (888) 865-2812
 Yoshi's Nightclub, Jack London Square (510) 238-9200

A SAMPLING OF WEB SITES

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 Bay Insider www.bayinsider.com
 City of Oakland Official Web Site www.oaklandnet.com
 City Search Bay Area bayarea.citysearch.com
 Jack London Square www.jacklondonsquare.com
Latitude 38 Magazine www.latitude38.com
 National Weather Service, San Francisco Bay Area www.wrh.noaa.gov/Monterey/
 San Francisco City.Spin www.cityspin.com/sanfrancisco/
San Francisco Chronicle www.sfgate.com
 Yacht Racing Association of San Francisco www.yra.org

SEMINARS

<u>Time</u>	<u>Area</u>	<u>Topic</u>	<u>Expert</u>	<u>Sponsor</u>
Saturday, 4/26				
10:30am to 11:45am	A	Canal Cruising in the South of France	Pixie Haughwout & Ralph Folsum	Sea Fever Gear
	B	Boatbuilding 101: The Building of <i>Seayanika</i>	Katriana & Erik Vader	Vader Marine
	C	Medical Preparations & Resources for Staying Healthy While Cruising	Jan Loomis	Meridian Passage Consulting
	D	Cosmetic Fiberglass Repairs	Jan Mundy	<i>DIY Boat Owners Magazine</i>
12:00pm to 1:15pm	A	A Family Sails Around the World	Pam Wall	West Marine
	B	Berkeley to Hilo in a West Wight Potter 19	Bill Teplow	
	C	Wireless Weather at Sea	Mark Freeberg	OCENS
	D	Cruising for Two: Anchoring Techniques for Two	Jim & Sue Corenman	Pineapple Sails

continued on page 30



Please check our Web site, **www.sailamerica.com**, additions and updates to this list of seminars, and check your Show Program when you arrive.

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SEMINARS continued from page 29

<u>Time</u>	<u>Area</u>	<u>Topic</u>	<u>Expert</u>	<u>Sponsor</u>
Saturday, 4/26 (cont.)				
1:30pm to 2:45pm	A	<i>Red Sky in Mourning: Story of Survival at Sea</i>	Tami Oldham Ashcraft	Specialty Publications
	B	Internet for Sailors	David Burch	Starpath School of Navigation
	C	The Five Agreements for the Cruising Couple	L.M. Lawson	Paradise Cay Publications
	D	Basic Celestial Navigation	Ken Gebhart	Celestaire, Inc.
3:00pm to 4:15pm	A	Preparations for Bluewater Cruising	Romany Publishing	Liza Copeland
	B	How to Be Your Own Weatherman/Woman	Lee Chesneau	<i>Ocean Navigator/NWS</i>
	C	Cruising from a Woman's Point of View	Barbara Marrett	Orange Coast College
	D	Propeller Performance	Steve Armitage	AB Marine
4:30pm to 5:45pm	A	Comparing & Contrasting Cruising in the South Pacific, the Caribbean and the Mediterranean	John Connolly	American Sailing Association
	B	TBD	TBD	Harken
	C	Heavy Weather Sailing	Carol Hasse	Hasse & Co. Port Townsend Sails
	D	Get Rid of Boat Odors: They Aren't All in Your Head!	Peggie Hall	Seaworthy Publications
6:00pm	A	Circumnavigating Australia	Diana & Jim Jessie	<i>SAIL Magazine</i>

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SEMINARS

<u>Time</u>	<u>Area</u>	<u>Topic</u>	<u>Expert</u>	<u>Sponsor</u>
Sunday, 4/27				
10:30am to 11:45am	A	Life on the Sea of Cortez: Wild & Human	Gerry Cunningham	Gerry Cruising Charts
	B	Sail Trim	Kame Richards	Pineapple Sails
	C	Liferaft Survival & Rescue at Sea	Charles Daneko	WINSLOW LifeRaft Co.
	D	Water & Power Management & Maintenance	Ted Thompson	Watermaker Store
12:00pm to 1:15pm	A	Circumnavigating the Caribbean	Liza Copeland	Romany Publishing
	B	Navigational Tips That Can Save Your Life	TBD	American Sailing Association
	C	North to Alaska	Barbara Marrett	<i>Cruising World</i>
	D	How to Restore Dull and Faded Gelcoat	Jan Mundy	<i>DIY Boat Owner Magazine</i>
1:30pm to 2:45pm	A	Computers Onboard	Marilee Shaffer	Waypoint
	B	New Technology in Marine Refrigeration Systems	Kevin Alston	Glacier Bay
	C	Cruising with Your Four-Footed Friends	Diana & Jim Jessie	<i>SAIL Magazine</i>
	D	Practical Celestial Navigation	Ken Gebhart	Celestaire, Inc.
3:00pm to 4:15pm	A	Ten Tips to Cruising Freedom	L.M. Lawson	Paradise Cay Publications
	B	An Update on Mexican Paperwork for Cruisers	Diego Fernandes	Baja Naval
	C	Storm Strategies for Fin Keel & Long Keel Boats	John Connolly	American Sailing Association
	D	Docking Made Easier	Carol Cuddyer	Sea Sense



The advertisement features a dynamic image of a sailboat with a red and white sail, sailing on a blue sea. The sailboat is labeled 'RONSTAN' on its sail. Below the sailboat, there are several pieces of sailing hardware, including a winch, a pulley, and a block, all with the Ronstan logo. The background is a deep blue with white clouds.

RONSTAN

Frederiksen

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 Largo, FL 33777
 Tel: 727-545-1911 Fax: 727-541-6611
 Email: customerservice@ronstanusa.com
www.ronstan.com www.frederiksen-dk.dk

THE WORLD OF SAILING MEETS ON SAN FRANCISCO BAY

Pacific SAIL EXPO is the largest all-sailboat show on the West Coast, and indeed the Pacific Rim. This five-day show, now in its eighth year, showcases an extensive selection of sailboats, gear and services, and brings people of the sailing world together – sailors of all levels, notable experts and world-class competitors.



Seminars

Enjoy more than 100 seminars presented by industry experts covering a vast array of subjects. As a stand-alone event, the Sail America seminar series could cost hundreds per person, but at Pacific SAIL EXPO, all seminars are included FREE with your show admission! See the schedule on pages 26-31.

Many seminars fill to overflow capacity. All are on a first come, first seated basis. Beat the weekend crowds and come on Wednesday, Thursday and Friday for the best seating.



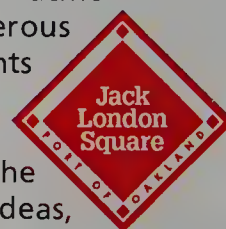
THREE BOAT BASINS THIS YEAR!

Sailboats

Offering more than 100 boats at the docks of Jack London Square, and more than 30 small boats displayed on land, Pacific SAIL EXPO is the largest gathering of new sailboats west of Annapolis. See boats ranging from swift dinghies to family daysailers to historic tall ships – there is a boat for every sailor's taste at this show. See pages 10 and 14.

Jack London Square

is an ideal host for Pacific SAIL EXPO. Numerous excellent restaurants with a wide variety of cuisine add to the fun and flavor of the show. For some ideas, see page 43.

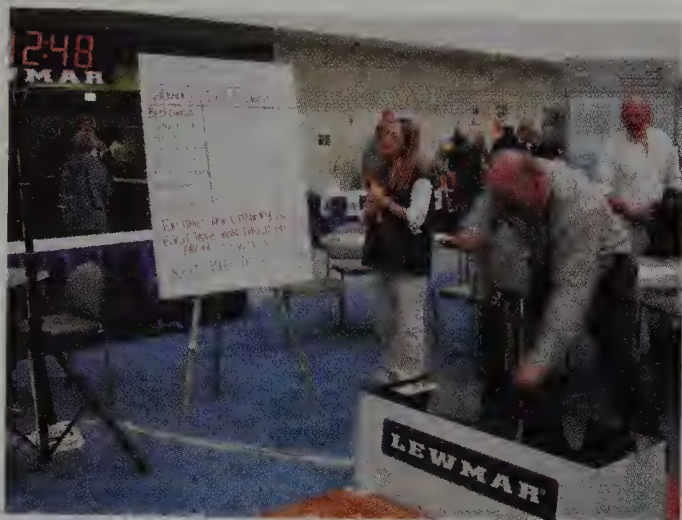


Special Features

With a record number of companies participating in the show, the line-up of special features, seminars and sailing experts is sure to please anyone whose interest in sailing ranges from 'just beginning' to 'I've been around'. See pages 32-40. Visit www.sailamerica.com for the latest updates on participating boats, exhibitors, seminars and events.

CALL TODAY FOR TICKETS AT 800•817•7245 OR WWW.SAILAMERICA.COM

SPECIAL EVENTS & FEATURED SPEAKERS



Lewmar Winch Grinder

If you watched the America's Cup on ESPN2, you saw the challenge even the big, well-trained sailors had grinding in an IACC jib. Lewmar is bringing the popular grinder which simulates the real thing so you can measure your abilities against the best!

Treasure Island Sailing Center

While in town for Pacific SAIL EXPO, you'll have the opportunity to participate in and contribute to a great new Bay Area sailing center. Check out the ad on page 40 for the Sailor's Ball to held Saturday, April 26.

Marine Safety

Presented by Chuck Hawley

Chuck Hawley is a life-long sailor, having grown up on the California coast. He has sailed approximately 40,000 miles on vessels ranging from ultralight 'sleds' to singlehanded sailboats to the maxi-catamaran *PlayStation*.

Chuck is a nationally-known speaker on marine safety, and one of five moderators of the US Sailing/Cruising *World Safety at Sea Seminars*. He has done extensive research into crew overboard recovery, liferaft design, anchor design and storm tactics, and has moderated seminars prior to the Newport-Bermuda, TransPac, and West Marine Pacific Cup races.



CHUCK HAWLEY

Abandon Sh*t



Exit to the Islands. Relax in one of nature's tropical hideouts with the charter company renowned for its customer service and quality since 1979. TMM is the perfect choice for a hassle-free vacation. And if you are not sure that you are ready to bareboat, you can hire one of our seasoned skippers and just kick back and enjoy the ride. Call now - get a new perspective on life.



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Belize | Tortola | The Grenadines | 1-800-633-0155 | charter@sailtmm.com

SPECIAL EVENTS & FEATURED SPEAKERS

Lori Lawson



LORI LAWSON

Many novelists live to write adventure. But Lawson, author of mysteries *Green Flash* and *Easing Sheets*, lives adventure . . . to write. With her husband Carl, she has combined two dreams – fiction writing and long-distance cruising – in a mutually enriching way of life. Aboard *Bijou*, their 28-foot Bristol Channel Cutter, Lori and Carl have spent nearly a decade cruising through the tropical regions of Mexico and Central America, transited the Panama Canal, and crossed the Atlantic to the colder latitudes of England and Norway. Their latest adventures took them through 257 locks in the canals of Holland, Belgium and France. The moral of the story? Live an interesting life and it's bound to spill over into your fiction. And Lawson's loyal readers are completely onboard for that.

YRA (Yacht Racing Association) of San Francisco Bay Virtual Office

New racers and current racers can get standard PHRF certificates and renewals, and sign up for any of the YRA races right at Pacific SAIL EXPO. Ask questions and learn more about the wide variety of Northern California racing options from YRA Executive Director, Lynda Myers, at the YRA's Pacific SAIL EXPO 'office'!

Celebrity Regatta

Come watch a fantastic celebrity match race between 2002 Rolex Yachtsman of the Year, John Kostecki, and Yachtswoman of the Year, Liz Baylis, as they duel on the Estuary. See it live as KGO-TV's Martin Wyatt, Channel 5 Eyewitness News Weekend Editions Sports Anchor Rick Quan and their camera crews join the teams for a best-of-three match racing series. Co-hosted by Treasure Island Sailing Center and Pacific SAIL EXPO, the race will be followed by a dockside reception honoring John and Liz's Rolex awards. Come by on Wednesday, April 23, from 3:30 to 5:30, and watch some great racing and meet two of North America's most talented sailors, both hailing from the Bay Area!

Discover Sailing

Take an Introductory Sail Aboard a...

Discover Sailing, Sail America's national introduction-to-sailing program will again visit the docks of Pacific SAIL EXPO Thursday through Sunday to help non-sailors take their first sail.

Show-goers can go on **FREE**, 45-minute sailing trips and collect free learn-to-sail materials. Corsair Marine (Chula Vista, CA) and Hunter Marine (Alachua, FL) are national supporters.

For more information, visit www.DiscoverSailing.com.



...NEW HUNTER



...NEW J/80



...ACCESS DINGHY



...CORSAIR F-28

SPECIAL EVENTS & FEATURED SPEAKERS

Barbara Marrett

Barbara Marrett is the West Coast Contributing Editor for *Cruising World* magazine, and a lecturer and seminar leader. North to Norway and Alaska and south to Australia, Barbara has been cruising in a variety of boats for the last 16 years. She often serves as professional crew aboard the Orange Coast College School of Sailing and Seamanship sail-training vessel *Alaska Eagle*. She is co-author of the cruising book, *Mahina Tiare; Pacific Passages*. A USCG-licensed captain and US Sailing-certified instructor, Barbara is also an advisory board member of the National Women's Sailing Association and is responsible for organizing many of their 'Take the Helm' days.



BARBARA MARRETT

Liza Copeland

Liza Copeland had her first race boat at the age of nine and competed successfully in University, National and World Championships for England, Ireland and Canada. She and husband Andy honeymooned on their first Atlantic crossing aboard a pre-war Fife ketch. They led charters in various destinations around the world while Liza gained an MA in Educational Psychology and a Teaching Certificate, perfect qualifications for educating their three young sons when the family embarked on a six-year circumnavigation. Recent voyages include cruising from the Pacific Northwest via Panama up to Maine and Nova Scotia.

They are currently rediscovering the Mediterranean aboard their 1985 Beneteau



LIZA COPELAND

Bagheera in which they have sailed more than 80,000 nautical miles.

A regular contributor to the sailing press, Liza is the author of *Just Cruising* and *Still Cruising*, about the family's travels around the world, *Cruising for Cowards*, a readable how-to text, and her latest, *Comfortable Cruising, Around North and Central America*, about great destinations close to home. You will find this knowledgeable cruiser and inspirational speaker at the authors' table.

See it at
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SPECIAL EVENTS & FEATURED SPEAKERS

Jim and Diana Jessie



Jim and Diana have two lifetimes' experience racing and cruising sailboats. Jim was a boatyard owner and marine surveyor before the couple's circumnavigation aboard *Nalu IV*, a cold-molded 48-ft Lapworth sloop. Their circumnavigation encompassed six continents and 57 countries. They have sailed four oceans, the Med, the Caribbean and the Red and Black Seas. More recently, they have cruised Australia, Mexico, Hawaii, Guam, Manila, the Philippines, Japan, China, Russia, Alaska, British Columbia and Puget Sound, before returning to San Francisco Bay.

In 1995, Jim produced a video entitled *Be Your Own Sailboat Surveyor, Almost*. Diana published her first book, *The Cruising Woman's Advisor, How to Prepare for the Voyaging Life*, in 1997. She has also co-written textbooks for US Sailing, and is a columnist for *48° North* and a contributor to several other sailing magazines.

Singlehanded to Hawaii in a West Wight Potter 19

Bill Teplow left San Francisco Bay on July 21, 2002, bound for Hawaii on *Chubby*, and arrived 24 days later on August 14. Bill and *Chubby* safely sailed 2,100 open ocean miles and then enjoyed a cruise amongst the Hawaiian Islands. Bill will be giving seminars and will be on hand with *Chubby* to answer questions about his small boat adventure. For those who have big dreams and small boats, Bill's story should offer insight and inspiration.

You're invited! West Wight Potter/International Marine invites all sailors to a congratulatory reception for Bill Teplow at their booth in Tent B, Space 318, on Saturday, April 26 from 5:30 to 6:30 PM. Beer and light snacks provided.



BILL TELOW ABOARD 'CHUBBY'

Tallships *Irving Johnson* and *Hawaiian Chieftain*

Schedule of Events

Wednesday, April 23

4:00pm to 7:00pm: Dockside Tours of *Hawaiian Chieftain*
Free with show admission, donations accepted

Thursday, April 24

2:30pm: Sail aboard *Hawaiian Chieftain* to greet *Irving Johnson*
4:00pm: Grand arrival of *Irving Johnson* at the Golden Gate Bridge
6:00pm: Tall ships arrive at Jack London Square

Friday, April 25

10:00am to 7:00pm: Dockside tours of both tall ships
Free with show admission, donations accepted

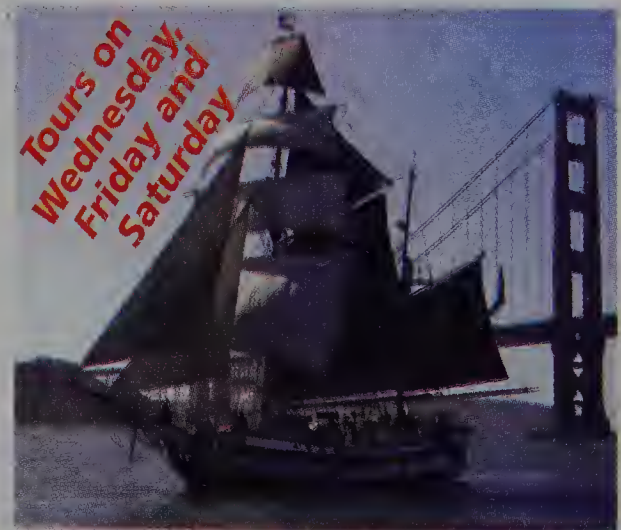
Saturday, April 26

10:00am to 7:00pm: Dockside tours of *Hawaiian Chieftain*
Free with show admission, donations accepted

Sunday, April 27

Opening Day on the Bay
10:00am to 2:00pm: PICYA parade
Sail aboard *Hawaiian Chieftain* or *Irving Johnson*
3:00pm to 6:00pm: Gun battle reenactment
Sail aboard *Hawaiian Chieftain* or *Irving Johnson*

To make reservations to sail aboard on Thursday or Sunday, check prices, and get more information, call (888) 833-7245 or see www.hawaiianchieftain.com.



VOLKER CORELL

'HAWAIIAN CHIEFTAIN' (TOP) AND 'IRVING JOHNSON'

SPECIAL EVENTS & FEATURED SPEAKERS

The Building of Seayanika



Have you ever dreamt of building your own boat from a bare hull? Many have succeeded and are now sailing the world's oceans. Erik and Katriana Vader are very close to launching the 46-ft sloop which is the result of a commitment of more than two and a half years of boat building. If you share similar dreams or are fascinated by boat building, come meet and hear Erik and Katriana in a rich, experience-based seminar. You can find out more about the Vaders' project at www.seayanika.com.

Etchells Fleet Racing



'Discover Racing' during Pacific SAIL EXPO's Etchells fleet racing! On Friday and Saturday from noon to 4:00pm, the 12-boat Etchells fleet will be racing off the Pacific SAIL EXPO docks. Come watch close one design class racing and sign up at the Discover Sailing booth to sail aboard an Etchells during the 20-minute races. Etchells are 30-ft one design sloops that count Dennis Conner amongst their fleet champions.

"We knew you'd like it..."

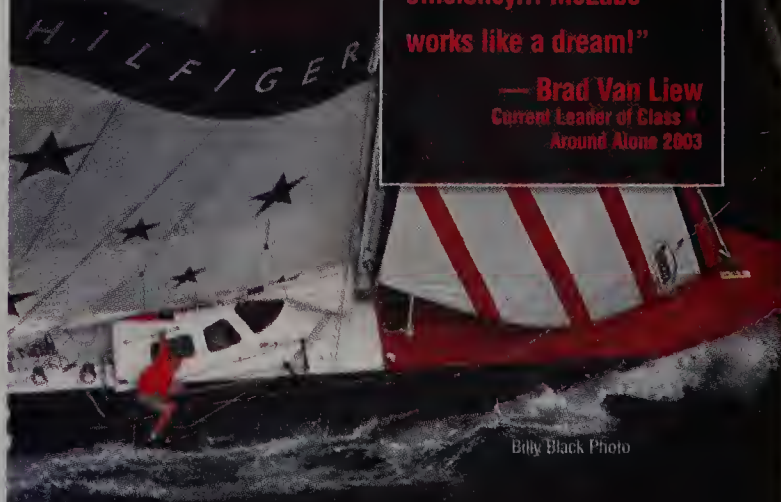


At first, we were skeptical. But the minute we began testing Team McLube Sailkote's dry film lubê, we knew we had found something big! Since their debut almost seven years ago, Team McLube Sailkote has become a worldwide favorite among racing and cruising sailors alike. Don't take our word for it though; here are comments from another skeptic.



"I McLube the daggerboards on my Finot 50 so I can easily raise and lower them for maximum efficiency... McLube works like a dream!"

— Brad Van Liew
Current Leader of Class 1
Around Alone 2003



Billy Black Photo

Congratulations to Team McLube for putting the smooth back into sailing. — Pete & Beth Hark

Team McLube

For more information, visit
WWW.MCLUBE.COM

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harken@harken.com • www.harken.com

SPECIAL EVENTS & FEATURED SPEAKERS

Baja Ha-Ha Reunion

Welcome all Baja Ha-Ha veterans and those curious to know what it's all about. The Baja Ha-Ha Reunion Party, to be hosted by *Latitude 38* and the Grand Poobah, will take place on Friday, April 25, at 6:00pm, following a seminar on Tent B (see page 28).

Since 1994 more than 2,000 adventurous sailors have joined in the annual cruiser migration to Baja California via the Ha-Ha. Conceived by *Latitude 38's* publisher, Richard Spindler, and put on by Baja Ha-Ha, Inc., this strictly-for-fun cruising rally is designed to motivate pale, atrophied, ambivalent armchair sailors to become tan, active, engaged participants in the cruising lifestyle. Stressing safety and camaraderie, the event has been filled with adventure and fun as well as being highly educational. As the largest

cruising rally originating in the U.S., it has forged many friendships and created thousands of sea stories. Come and share your tall tale with others who've been there and those who hope to go. Admission is free with your boat show ticket. There'll be a slide presentation and refreshments; all past participants will receive a Ha-Ha certificate of achievement and a 'Vet' badge.



BAJA HA-HA 2002 BEACH PARTY

Win a Gift Certificate from West Marine

Save your West Marine wristband and receive \$10 off your next purchase at West Marine! Visit West Marine's location at the entrance to the show and register to win a \$500 gift certificate that can be used at any West Marine outlet to shop for those special boating items.



On-the-Water Para-Anchor Deployment

This live demonstration takes the mystery out of the deployment and retrieval of the parachute sea anchor. Each show-goer will have the opportunity to learn which type of rigging application is best suited for their individual boat. Demonstrations will last approximately 25-45 minutes depending on participation. If you're venturing offshore, don't miss this fantastic hands-on experience.

Allstate Safety Weekend

Visit Allstate Insurance at Booth #108 on Saturday and Sunday where a free PFD will be given to the first 100 children under 12 who enter the show. There will also be water safety information and other fun activities throughout the weekend.



Tami Oldham Ashcraft

The author of *Red Sky in Mourning* wrote her account of her sail to safety under jury-rig after being capsized and losing her fiancé overboard. After sailing for 24 years, over 50,000 miles, surviving a category-four hurricane and securing her captain's license with a sailing endorsement, Tami lectures throughout the country. She resides in Friday Harbor with her family where she enjoys teaching her children the adventures of sailing.



TAMI OLDHAM ASHCRAFT

"I am attending the Pacific SAIL EXPO this year because it is the best boat show I've been to. I am looking to upgrade to a bigger boat, and this is great place to inspect the boats and ask a lot of questions." – J.K. at sailboatowners.com

SPECIAL EVENTS & FEATURED SPEAKERS



JACK KLANG

Jack Klang

Thousands of miles under sail and years of cruising have become the basis for many of Jack Klang's seminars and publications. He has experienced a direct lightning strike, fire on board, a near sinking, groundings and ferocious Great Lakes and Pacific Ocean storms. In 1989 he was awarded the Rescue Medal by the

U.S. Yacht Racing Union for three separate open water rescues that saved six lives.

He has been boating all of his life. His first summer job, at age 12, was at a boat yard. At age 18 he earned his first captains license. He has taught sailing, skippered large sailing vessels, delivered boats, and, with his wife Marilyn, has logged more than 25,000 miles sailing on the Great Lakes. Their coastal and offshore sailing grounds include: the Atlantic, Pacific, Caribbean and the Gulf of Mexico.

The retired educator now devotes his time to sailing, writing and speaking. He is employed as a cruising consultant by Quantum Sail Design Group of Annapolis, Maryland.



JACK GETS DOWN IN HIS ENTERTAINING SEMINAR

Author's Corner

Come meet some of your favorite authors each day of the show, including Liza Copeland, Jan Loomis, Ralph Folsum, L.M. Lawson and more. Log on to www.sailamerica.com to get an up-to-date list of authors.

PERFORMANCE + COMFORT = SAFETY

"The 44 offers a level of performance and response not seen in most mainstream cruising boats, and it does so without invoking the trade-offs that lightweight performance boats are apt to bring along."
Blue Water Sailing

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SPECIAL EVENTS & FEATURED SPEAKERS



Hospitality Night

Friday at 6:00pm the tents and docks come alive for Exhibitor Hospitality Night, as many Pacific SAIL EXPO exhibitors will host small (and in some cases large) gatherings at their booths.

2nd Annual Cruisers' Bash

Saturday night, April 26 at 6:00pm, the 2nd Annual Cruisers' Bash will be hosted by *Latitudes & Attitudes*, *The Log*, US Sailing, sailboatowners.com and Pacific SAIL EXPO. Party facts: It's free with your Saturday admission to the show. Food and beer while supplies last. Music provided by Eric Stone. Atmosphere and comedy provided by Bob Bitchin.



Don't let the Bay Area be outdone by the sleepy Florida sailing community of St. Petersburg (pictured above) – be a part of this soon-to-be-famous sailors' party. Did we mention it's free?

"I never miss the Pacific SAIL EXPO. This is the best 'In-the-Water' sailboat show around. I own a Catalina Capri 26 and look forward to seeing the new Catalina line, especially the new Catalina 350 that's out this year. The seminars also are great, but are hard to attend on a one-day trip to the Bay Area. There are just too many great boats to board and exhibits to see." – J.W. at sailboatowners.com

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The Bay Area's First Annual Event Benefiting
TREASURE ISLAND SAILING CENTER

7PM VIP Cocktail Reception 9PM Sailor's Ball
Cocktail attire Reservations limited
Reserve tickets online at www.sailorsball.org
SATURDAY APRIL 26TH T.I. ADMIN BUILDING

ADVANCE TICKET INFORMATION



Save Money!

Boat shows are a great place to save money. Purchase tickets by phone or over the Internet at our Web site **www.sailamerica.com** and save **20% OFF** the price of the tickets at the gate.

Save Time!

Avoid the gate lines at the boat show by having your tickets with you before you arrive. Tickets ordered in advance will be mailed directly to your home – what could

Save Hassle!

Plan ahead, chart your course through the show, have your tickets ready and head right into the show. Save your cash for all the great boats and accessories available at Pacific SAIL EXPO 2003.

TICKET PRICES

Two easy ways to order...

1 Online: Visit our Web site at **www.sailamerica.com** and click on ORDER TICKETS. You can order and pay for your tickets from the comfort of your own home.

2 By Phone: Call **(800) 817-SAIL** to order by phone. Call before April 9 and we will mail your tickets directly to your home; order between April 10 and April 16 and your tickets will be waiting for you at the show 'WILL CALL' booth.

DAY	ADVANCE PRICE	GATE PRICE
Wednesday	\$9.60	\$12.00
Thursday	\$9.60	\$12.00
Friday	\$12.00	\$15.00
Saturday	\$12.00	\$15.00
Sunday	\$12.00	\$15.00
Two Day Passes	\$17.60	\$22.00
Five Day Passes	\$36.00	\$45.00

Don't Delay!

ADVANCE TICKET SALES CLOSE
ON APRIL 16, 2003.

AFTER APRIL 16, ALL TICKETS MUST
BE PURCHASED AT THE GATE.

Tickets on Sale now at www.sailamerica.com

ACCOMMODATIONS, TRAVEL & DINING

ACCOMMODATIONS

OAKLAND HOTELS

The Best Western Inn	(510) 452-4565
Claremont Resort	(800) 551-7266
Clarion Suites Lake Merritt	(800) 933-4683
Days Inn Alameda	(510) 521-8400
Days Inn Oakland Airport	(888) 377-3297
Executive Inn	(510) 536-6633
Extended StayAmerica (Alameda)	(510) 864-1333
Hampton Inn Oakland Airport	800-HAMPTON
Homewood Suites (new)	(510) 663-2700
Jack London Inn	(800) 549-8780
Motel 6 Embarcadero	(510) 436-0103
Oakland Airport Hilton	(510) 635-5000
Oakland Marriott City Center	(800) 228-9290
StudioPLUS Deluxe Studios	(510) 769-7000
Washington Inn	(510) 452-1776
The Waterfront Plaza	(510) 836-3800

ACCOMMODATION INFORMATION

Bed & Breakfast Reservations	(800) 872-4500
California Reservations	(415) 252-1107
Oakland Convention & Visitors Bureau	(510) 839-9000 www.oaklandcvb.com

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www.latitude38.com

Baja Ha-Ha Reunion Party

Friday, April 25

6:00 PM • Tent B

ACCOMMODATIONS, TRAVEL & DINING

AIRPORTS

Oakland International Airport (OAK) (510) 577-4000
San Francisco International Airport (SFO) (650) 761-0800

AIRPORT SHUTTLES

Bay Shuttle (415) 564-3400
Empresso Transportation & Tours (415) 576-1779
Quake City Airport Shuttle (415) 255-4899
Robertson's Transportation Services, Inc. (415) 775-6024
Seven Hills Limousine Service (415) 550-0703



RESTAURANTS

Barnes & Noble Cafe, Starbuck's Coffee
and Just Desserts (510) 272-0120
Pizzeria Uno Chicago Bar & Grill (510) 251-8667
El Torito Mexican Restaurant (510) 835-9260
Hahn's Hibachi (510) 628-0717
Il Pescatore (510) 465-2188
Jack's Bistro (510) 444-7171
Kincaid's Bayhouse (510) 835-8600
The Old Spaghetti Factory (510) 893-0222
Scott's Seafood Restaurant (510) 444-3456
TGIFriday's (510) 451-3834
Tony Roma's (510) 271-1818
Yoshi's at Jack London Square (510) 238-9200



*Visit the show on Wednesday or Thursday
for shorter lines and less crowded viewing!*

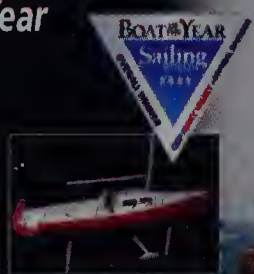
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HOW TO GET TO THE SHOW



BY FERRY: From San Francisco take the Alameda/Oakland Ferry from Pier 39 or the Ferry Building (Pier 1). Walk 2 minutes south along the waterfront. Ferry: (510) 522-2300

BY BART: Take the 12th Street BART station in Oakland, from there take AC Transit down Broadway to Jack London Square. BART: (510) 465-2278

BY AMTRAK: The C.L. Dellums rail station at 2nd and Alice is directly across from Jack London Square. Take the overpass to Jack London Square. Amtrak: (800) 872-7245

BY BOAT: Contact Alameda marinas and yacht clubs for guest berthing availability and dinghy over or take the Jack London Water Taxi to the show.

BY WATER TAXI: From Alameda use the Jack London Water Taxi. Call (510) 839-7572.

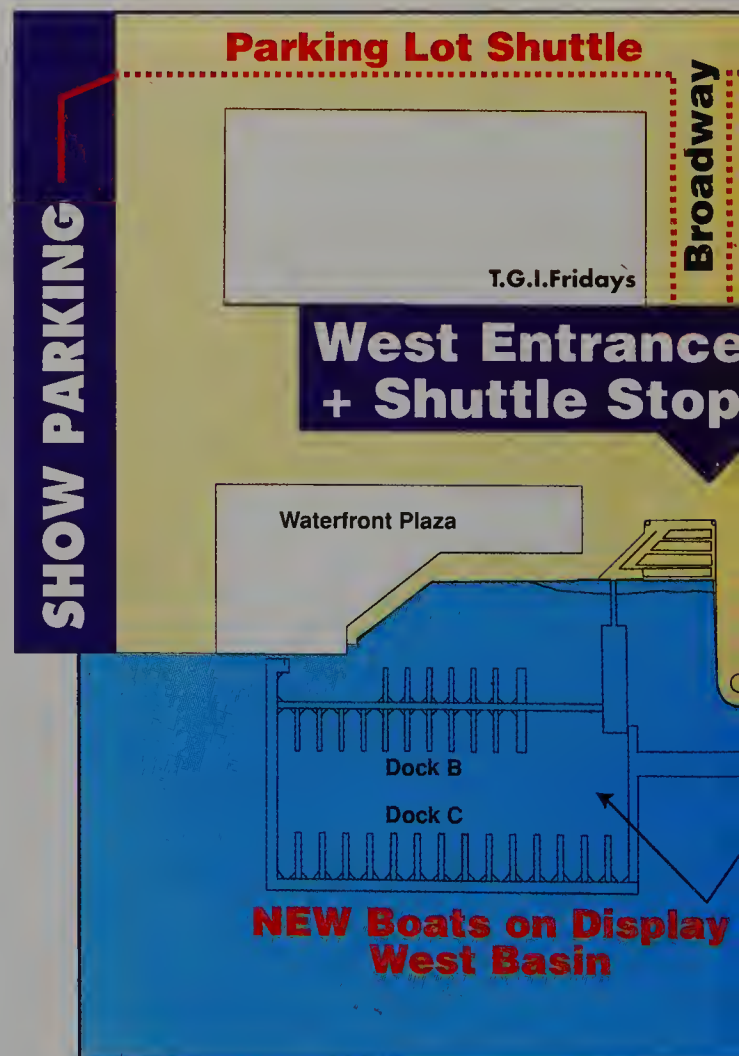
BY CAR: See parking directions on next page.

AIR TRAVEL:

SOUTHWEST AIRLINES (800) 433-5368

Call Mon-Fri: 8am-5pm; Sat: 8:30am-5:30pm CST
Refer to ID Code U7425

Enjoy a 10% discount on already low fares, for travel to and from Pacific SAIL EXPO via OAK and SJO. To receive your discount, call the Southwest Airlines Group and Meeting Desk at least five days before your first date of travel to take advantage of special airfares into Oakland Airport (15 minutes from the show) or San Jose Airport. Special fares are subject to terms and availability.



PARKING AND SHOW MAP



DRIVING & PARKING DIRECTIONS:

SOUTH ON HWY 880 FROM SF/NO. BAY:

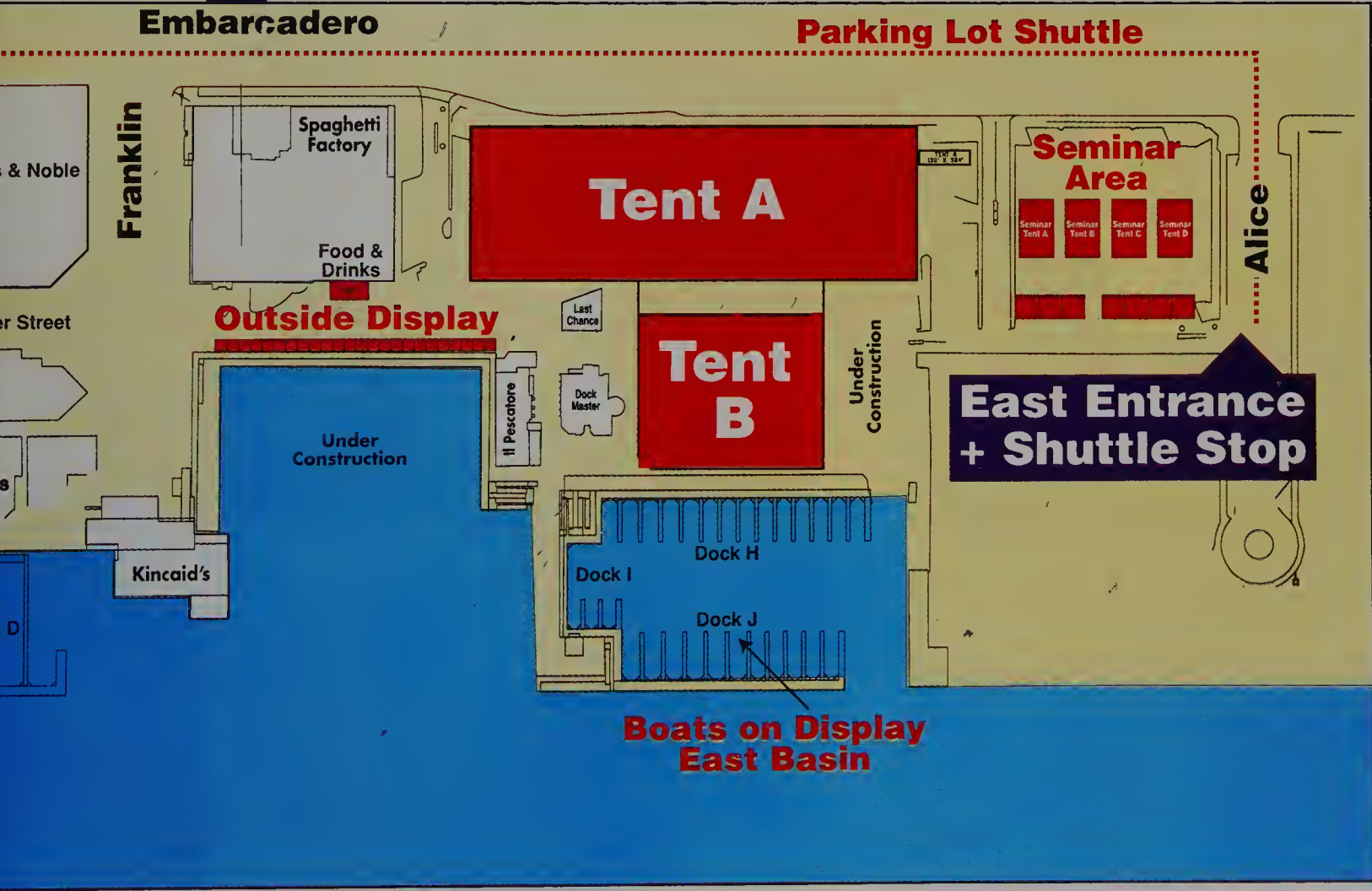
Take the Broadway/Alameda exit. At end of ramp turn right, sign says Alameda. Turn right onto Martin Luther King Jr. Turn left onto Embarcadero. Right on Jefferson, look for parking signs.

NORTH ON HWY 880 FROM SAN JOSE:

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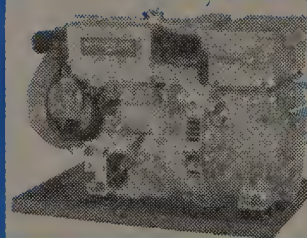
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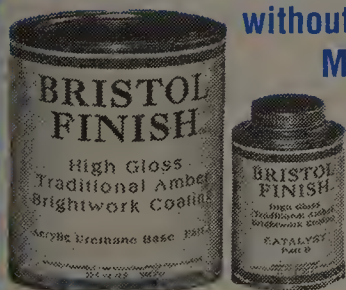
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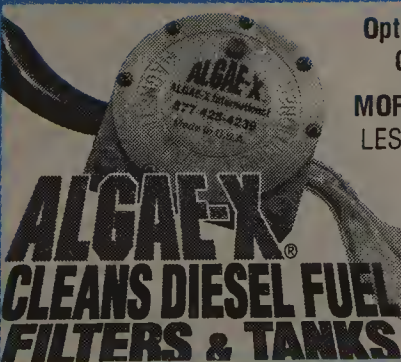


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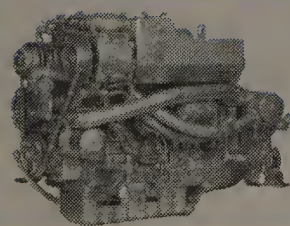
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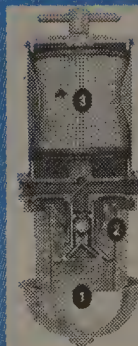
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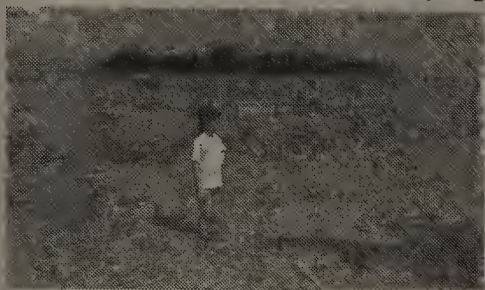


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LETTERS

not to confuse navel jelly, naval jelly and grape jelly.

↑↓HALF MOON BAY ANCHORING ORDINANCE

Thank you for printing my letter, and for your reply regarding the proposed anchoring ordinance at Half Moon Bay. However, I must take offense to your comment that I am "all about freedoms and nothing about responsibility."

I am insured. I bring my boat into the harbor during bad weather. If caught out on a mooring, I have my engine running and secondary anchors ready to go. As a student of the Santa Cruz USCG Auxiliary classes — highly recommended — and son of a USCGR Captain, I do well to meet the responsibilities of a skipper living and recreating on the water. And, no, I'm not a druggie.

Permanent moorings, which I'm on, have a minimum equipment specification. My gear meets that specification and then some. I inspect my gear regularly. That's responsible. It's not a guarantee, but it's as responsible as I can be.

In regards to the 'Mexican Solution', U.S. boaters are already liable for damages and cleanup incurred by their vessels. Thus the only difference is a debtor's prison. Imprisoning boaters could burden taxpayers more than cleanup costs — but I am in no way suggesting that taxpayers should be responsible for these charges. By your suggestion, taxpayers would pay for both cleanup and jailing.

If avoiding beachings is the goal, we should support a minimum equipment specification, inspections, and require that if conditions meet a specification for the anchorage — such as winds forecast over 25 knots — vessels on anchor having that equipment must be manned by qualified crew. This has the added advantage of requiring that skippers be aware of conditions when their vessel is at anchor.

Crew licenses should be required as well — the added cost of inspection and licensing paid by owners and/or crew. Sorry, I hadn't thought that far in my first letter.

'John Paul' Lynker
Alicia's Wrath, DownEast 32
Pillar Point

John Paul — Our apologies, for based on the information you provide in your most recent letter, we were wrong to suggest that you were all about freedoms and nothing about responsibilities. In addition, having reread your previous and current letters, as well as our response to your first letter, we find ourselves coming over to your point of view — at least in theory. We think you're right, that just because somebody is on a boat doesn't mean it has an adequate anchor and rode, or that the person aboard would be capable of preventing the boat from going ashore if the anchor or rode failed. We also agree that requiring somebody to be aboard from November to March is an overly broad requirement. If the weather is wonderful and calm on a November day, why shouldn't the entire crew be able to leave the boat and go ashore?

The only problem with your solution — minimum equipment specifications, inspections, and a licensed person having to be aboard when wind over 25 knots is forecast — is whether it can be practically implemented. Who is going to pay for the inspections or crew licensing if the boatowner doesn't have any money? What are the authorities to do if the boatowner doesn't have adequate equipment or the money to buy it? Finally, what are the harbor authorities to do if there's a forecast of wind in excess of 25 knots but nobody is on or around a certain boat? We're not sure it's possible for a boatowner to be broke and responsible at the same time. Any solutions?

If we may be so bold, we think we have a better solution. In

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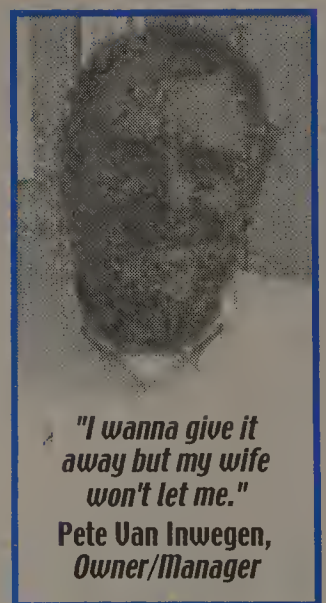
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LETTERS

the long run it would be more economical for Pillar Point Harbor to spend the money to install mooring buoys — and require all boats to be on them between November and March — than to keep spending money to pull boats off the beach. Actually, we think this should also be done in places such as Richardson Bay and Santa Barbara, where they have similar problems.

↑↓SPECIAL ATTENTION, EVEN FOR FIRST CLASS

A nice thing happened to me yesterday that was due to some coverage in *Latitude 38*. I was settling into a seat — after getting upgraded — on a flight back from San Juan when a flight attendant noticed my Spinnaker Sailing Shirt. She was curious if I was a sailmaker as her husband is an avid East Coast Star sailor. After explaining that I arrange flotilla trips to different parts of the world, she asked if I was the one who had been mentioned in *Latitude 38*! She was so enthusiastic to be meeting a sailor who was written about in *Latitude* that all the passengers in first class were craning their necks to see what kind of celebrity they had in their midst. Thanks for making me feel so special.

Bob Diamond
Redwood City

↑↓OLD IOR BOATS

I read with interest Loren Luke's letter in the last *Latitude* regarding efforts to get some old IOR boats — in this case the Serendipity 43s — back out on the water together. I was chatting with Ray Lopez of the Davidson 44 *Infra Red* and Chuck Weghorn of the Farr 51 *Zamazaan* last fall about getting more of the old IOR boats together and possibly even interesting YRA or the St. Francis YC to take a look at reestablishing

some of the old IOR classes. Because let's face it, the newer boats on the line are a bit different in concept than our creations of the '70s and '80s. I've just completed a two-year rebuild of my 1979 Peterson 46 *Aleta*, and I'm taking delivery of some great new Pineapple Sails, so I

LATITUDE ARCHIVES



'Zamazaan' at the 1982 Big Boat Series.

would really love to meet a few 'brethren-of-the-era' on the starting line.

Perhaps *Latitude* would be willing to serve as a central posting board for others who might share a similar interest?

Keith Brown
Aleta, St. Francis YC
San Francisco

Keith — We're a lousy 'posting board', but if you get the old girls — for which we have a soft spot in our hearts — on the water and racing, we'll get the photos in the magazine and help with the buzz.

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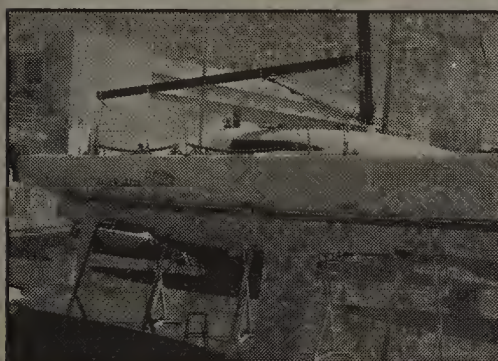
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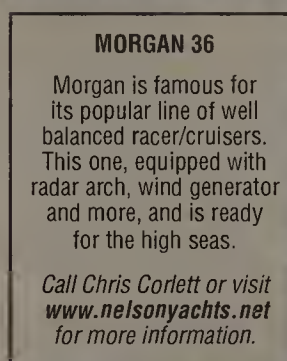
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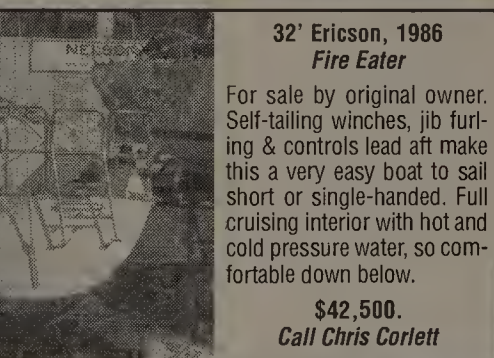
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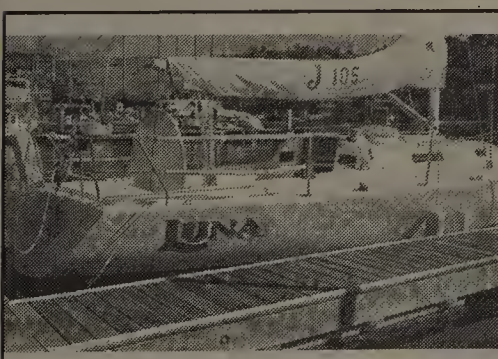
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LETTERS

↑↓ONE GOOD THING ABOUT THE AMERICA'S CUP

This might be a little dated, but we'd be honored if a photograph of us 'America's Cuppers' could be published in your well-read magazine. The photo is of the four of us — left to right, Linda Schneider, Pam Phelps, Cheri Hacker, and down in front, Mary Ellen 'Something'. We were the crew of the PC *La Sirena* for the Ancient Mariner's Regatta in San Diego last November. At the conclusioynn of the event, our boat's name



COURTESY '44D'

The '44D' crew shows off their America's Cups.

was unofficially changed to the 44D — due to our 'America's Cups' and the boat's sail number being 44.

Cheri Hacker
44D
San Diego

Cheri — We're honored to have the presence of you ladies in Latitude. You all look lovely, but most of all we salute your sense of fun. Lord knows we can all use a few more laughs these days. If you ever see Profligate in San Diego, we'd be happy to take you for a sail — no matter if you're wearing your patriotic 44D cups or not.

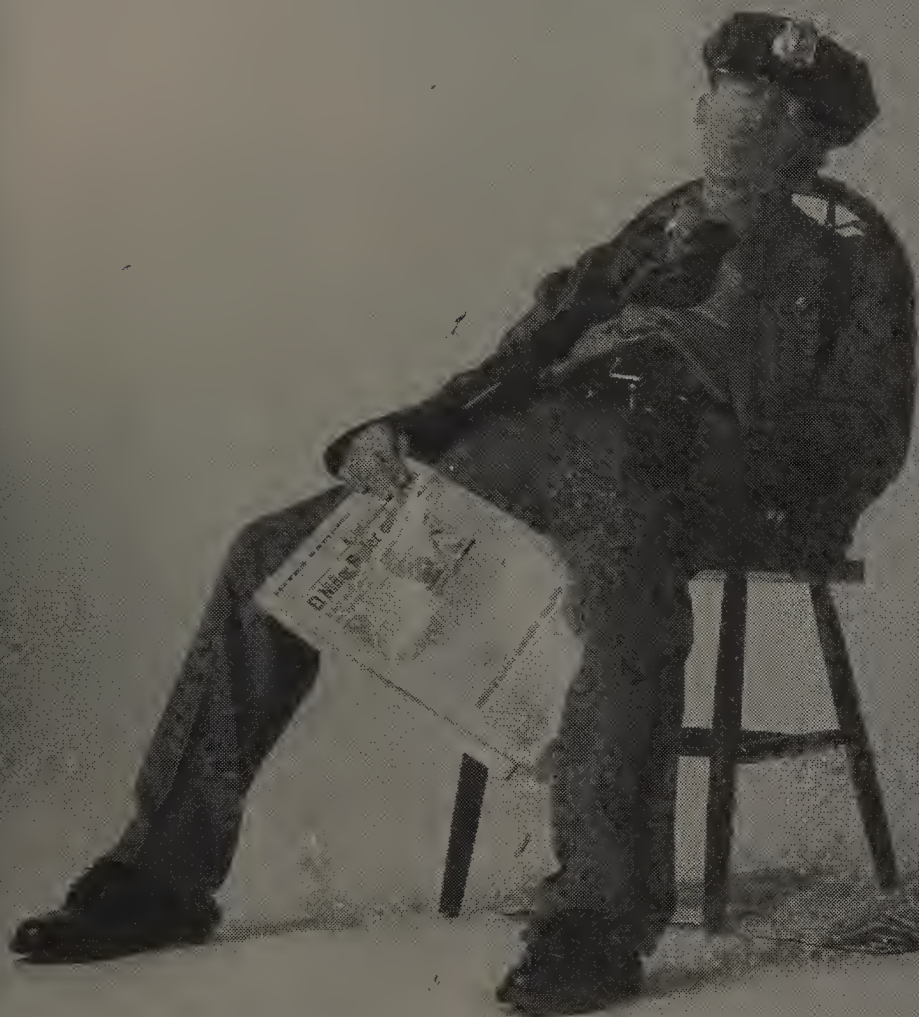
↑↓LIVING ABOARD IN THE BAY

It's been six years since I lived aboard in Sausalito, and I'm looking forward to getting back to the Bay. My wife and I are sailing back down from Seattle, but things are looking grim for living board. It feels like the BCDC has really put the screws down on the marinas, and we're having trouble finding a liveaboard berth anywhere in the Bay. Any clues? We're looking for a legal liveaboard berth or even a sneakaboard situation. Any help would be great. We're also looking forward to getting *Latitude* hot and free off the rack.

Mark A. Graves
Seattle

Mark — The Bay Area economy may be hurting but some things never seem to change. One is the ever-increasing price of homes, another is that liveaboard slips are continually harder to find. In the case of the latter, it's no longer the BCDC that's the problem. Since you left, there's a new Executive Director

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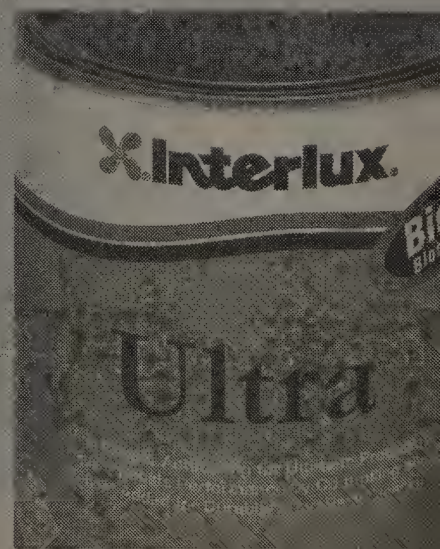
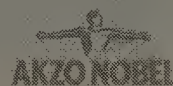
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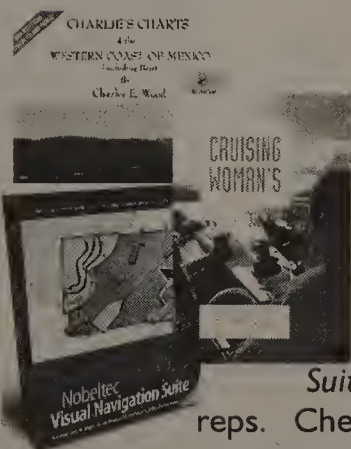
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LETTERS

who is much more open-minded. As far as he's concerned, as long as you've got another address, you can spend as much time on your boat as you want and the BCDC still won't consider you a liveaboard. So the biggest obstacle now is the marinas, who understandably aren't interested in having a liveaboard in every slip.

In the last couple of years the only vacant legal liveaboard slips we recall hearing about were at Pt. San Pablo Marina and at Richmond. We suppose you could start your search there. As for sneaking aboard, that option is entirely up to you.

↑↓NOW WE'RE ELECTRONIC, WITH PAPER BACKUP

I just wanted to add to the letters that have voiced their appreciation for electronic charts. We've used a chart plotter for a few years while cruising the Mediterranean, Caribbean, East Coast of the United States, and the West Coast to Panama. It has become our primary source of navigation — despite the warnings against using it for this purpose. Our strategy changed a couple of years ago from doing primary navigation on paper charts, with electronic back up, to electronic charts with paper back up.

We have a large dedicated LCD display at the pilot station on our big schooner, and we leave it on all the time — even at anchor with the anchor alarm activated. It can take a good dose of saltwater without suffering a meltdown, as might be the case with a laptop. We use CMAP vector charts. This mapping technique doesn't reproduce paper charts as much as it reproduces the individual points on a chart. Instead of copying the chart like a color copying machine, CMAP replicates the point on the chart where the sea buoy is anchored, the line on the chart where the shore exists, and each individual sounding as it appears on the chart — as well as every other detail, including notes. This allows for greater flexibility in scaling up and down the magnification. It also allows CMAP to add other items, such as marinas and the facilities they offer, tide charts, and incorporates current chart changes and additions more quickly.

We have found the data to be very accurate, relying on it in situations where incorrect charts would have been a disaster. Sailing into Favignana, Italy, in the dark during a severe storm is one case that comes to mind. Radar helped, but the clutter on the screen from the sea state and the rain was very bad. I would never have purchased a detailed paper chart of that harbor since we hadn't planned on being anywhere near the island. But since it was the nearest port in that storm, we were thankful to have chart data — it was included in our electronic charts — at the touch of a button. I don't recommend coming into a strange port at night, much less at night during a storm. Nonetheless, the chart plotter made it possible for us to get out of rather trying conditions.

We also used the chart plotter to get through areas we might not otherwise have transited. The passage at Gun Key in the Bahamas is too shallow for boats drawing more than five feet unless you can follow a rather convoluted and unmarked route around the island. It's tough to do by compass and landmarks, however, the chart plotter made it a much less stressful route. We could see our position and soundings as we motored around the island, and especially as we exited the cut between islands and out into the Gulfstream.

The chart plotter also allows for setting an accurate course on the autopilot. Instead of setting the autopilot to follow a compass course, we almost always laid out the course on the chart plotter and let the course computer adjust for set and drift. This gave us much more confidence in using the autopilot.

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OCSC Belize Flotilla – February 2003

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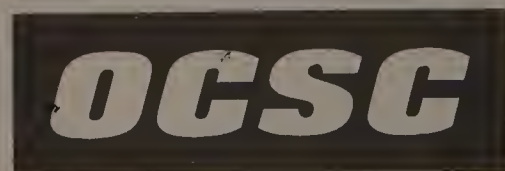
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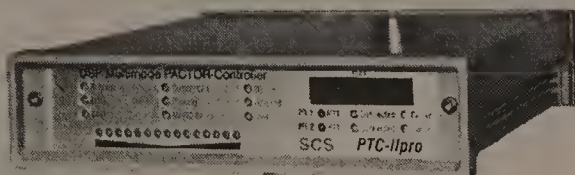
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LETTERS

And sometimes the chart plotter was just plain nice to have. Motoring down the Intercoastal Waterway on the East Coast is not a pleasant task, as it requires 100% of your attention for piloting and navigation. The chart plotter made the task much easier than flipping through the chart book for the ICW and guessing about where you actually were.

We have found a few errors on the electronic charts. While



Garmin GPSMAP 162 Chartplotter

sailing in the Greek islands, we found the electronic chart showing only a buoy where there was actually a fairly sizable island with a light on it. The paper chart accurately indicated the island. We also found that the actual size of Palomino Island — just to the west of Puerto Rico — is probably 1/10th the size shown on the electronic chart. The errors on paper charts are also reproduced on the electronic version. Isla Isabella is still a mile or two off on the chart compared to where you'll actually find it. These errors are not insignificant, but were not a serious navigation problem — though they tend to shake my confidence just a little.

We always bought paper charts of medium resolution and cruising guides for the areas where we traveled. However, we didn't have to buy as many paper charts as we would have had to, if we had relied on paper as our primary source of information. For example, we bought only three charts of the Caribbean Leeward, Windward and Northern Islands, instead of the 10 or 15 charts required for that area. Our electronic chart had very accurate details of every island and anchorage. Our theory was that if our electronic chart or our main GPS failed, we could at least navigate with our handheld GPS and a paper chart to the entrance of a port and then get assistance from there.

Let me also emphasize that we really don't rely on one source for information. We use the electronic charts, but we regularly compare it to paper charts. We also compare data on the chart with actual positions and readings — including depth, distance and landmarks. We also electronically replicate waypoints and marks on our radar screen, so that we can see if the data on the chart matches our physical surroundings. This is all to say that even though electronic charts are our primary source for navigation, they are far from completely reliable — as is the case with paper charts — and we believe they should be treated with a healthy dose of skepticism. But electronic charts do contribute a significant amount of information that enables us to navigate with much more confidence.

Paul & Suzie Zupan
Schooner *Latitude*
Sausalito

Paul and Suzie — Based on your extensive worldwide experience with a chart plotter, your opinions carry a lot of weight with us. Thanks for taking the time.

↑↓WHAT WOULD YOU EXPECT IN VEGAS?

I have always admired your encyclopedic knowledge of what makes boats go, Lee, but you need to review the chapter on

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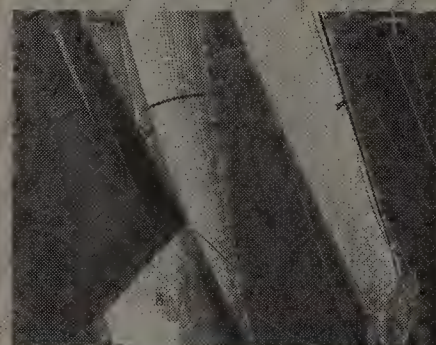
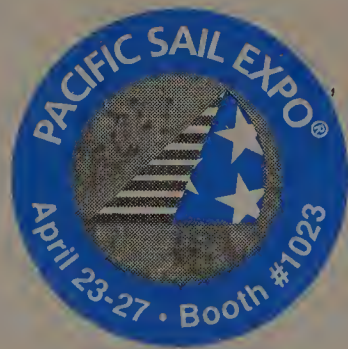
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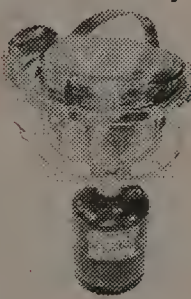


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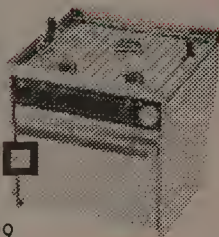
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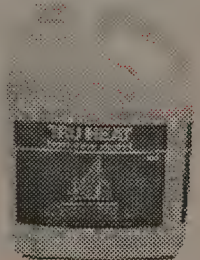
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LETTERS

Venetian gondolas. They are rowed by an oarsman standing, facing forward. They are not "poled" as you stated in the March issue.

The oar of a gondola rests on a piece of sculpted hardwood called a *forcola*, Italian for elbow. It has several places for the oar to touch depending on the propulsion needed: forward, reverse, turning. Skilled gondoliers can maneuver their 30-ft boats through the narrow and twisting canals of Venice, all with a single long oar.

Every summer there is a big regatta in Venice where single- and multiple-oared boats are raced in the Grand Canal. All are rowed by oarsmen standing, facing forward.

Latitude should send you to Italy for penance. ("Oh bummer dude, my bags are packed now, like when do we leave?") It will not do to go to the Venetian hotel in Las Vegas. The 'gondolas' there are propelled by electric motors and steered by the 'oar'. You were expecting the real thing in Las Vegas?

Clyde Jenkins
Gondolia

↑↓EPIRBS AND GONDOLA POLES

While on the BBC website today, I noticed a developing story about an EPIRB triggering a full-scale alert of rescue resources in Britain. Eventually the EPIRB, which was registered to a ship then anchored off Salerno, Italy, was found in a dumpster in Kent.

With each new *Latitude*, I turn to Max Ebb for the latest technical mind-stretchers, and just occasionally manage to understand most of the article. In the midst of the March discussion of propulsion systems, I believe I spotted Lee Helm's (surely) deliberate mistake when she asserts that Venetian gondolas 'pole along the bottom'. Not so! They are principally rowed as explained at www.gondolavenezia.it/history.asp and again at www.squero.com/#gondola.

Finally, what are the dimensions of *Profligate*? From the aerial photos taken during the Zihua Fest she looks the size of a small ship!

Christopher English
Tiburon

Christopher — The overwhelming majority of EPIRB signals are false alarms coming from units that were activated by mistake. When a rescue center receives a signal from a ship's EPIRB indicating she's inland — such as in Kent — officials can be confident it's a false alarm. So they track down the vessel or EPIRB owner before wasting valuable resources on a search.

Punts on English rivers are poled, gondolas in Venice are rowed.

Profligate is based on a 60-ft by 30-ft stock design by Kurt Hughes of Seattle, but was stretched three feet and the bridgedeck clearance was increased by six inches. Such a catamaran in the Caribbean would carry about 65 passengers on daytrips, but we never sail with much over 35 people. Adventure Cat, another Kurt Hughes design that is frequently seen on San Francisco Bay, is 55 feet by 30 feet, and she's Coast Guard licensed to carry 49 passengers. One of the really cool things about cats such as *Profligate* and Adventure Cat is that, although they can easily carry many people, they are very easy to sail by just one or two people.

↑↓ONE STICK SHORT OF A KETCH

We loved seeing a photo of a DownEast 38 on the 'looking good page' of the March issue. But if that was a ketch, the mizzen was definitely in a stealth mode. We read cover to cover

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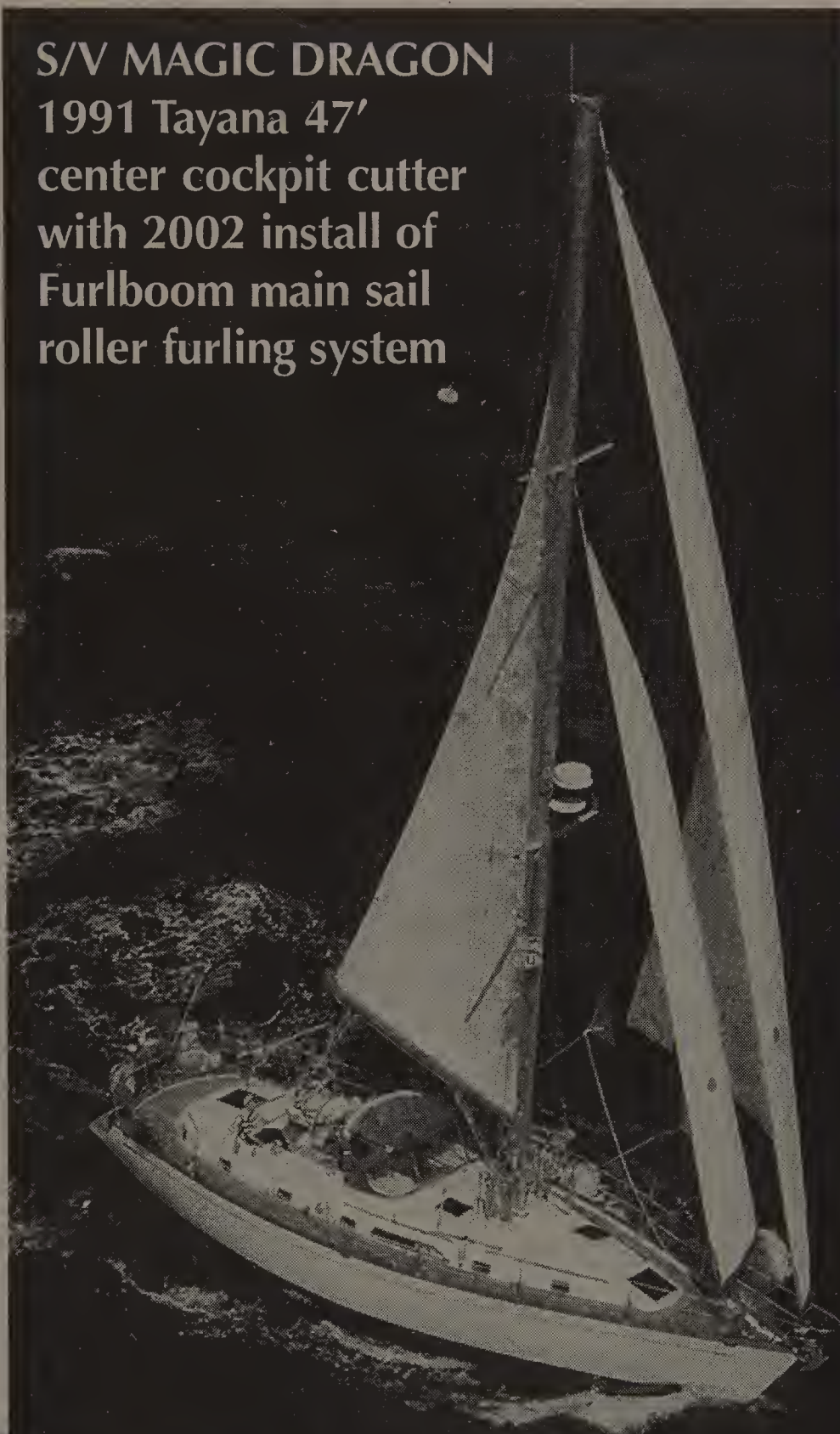
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LETTERS

every month, so keep up the great work.

Joe, Liz & Heddi (the boat dog) Johnson
Odyssey, DownEast Cutter
Honolulu

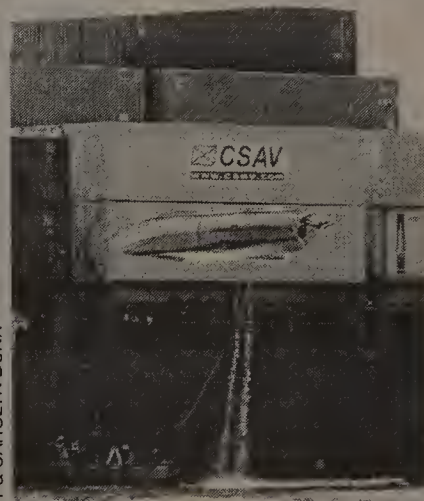
Joe, Liz and Heddi — Thanks for the compliments, but we seemed to have had both a rig identification and spelling problem in that same caption. Our apologies.

↑↓ RESCUE AT SEA

At about noon on February 17, *Halcyon*, *She Wolf* and *Reaching Deep* were in the first few hours of a passage from Santiago Bay near Manzanillo to Zihuatanejo. We on *Halcyon* were about five miles ahead of the other two boats, roughly 10 miles offshore, and about 40 miles south of Manzanillo when we noticed a couple of guys in a fishing panga waving at us. We thought they were tending long lines, so we changed course to pass out board of them. They continued waving so we changed course again to pass inboard of them. Then one of them took off his shirt and started waving frantically!

We finally realized that they weren't waving us off, but waving us toward them. Theirs was the strangest looking little

boat, with makeshift sails made from a comforter, fishing net, and some other unidentifiable piece of cloth propped up with oars. They were flying a black flag on the bow, which is why we thought they were longliners. The two young men aboard were trying to sail with this contraption of a rig and to steer with a 2x4! Naturally they only spoke Spanish, but it was clear they needed *agua* and *comida* — water and food. We happily gave them some. They also wanted *cigarrillos*, but we couldn't help them with that. We asked if they



LARRY & CAROLYN DUNN

After drifting for two days, the lucky panga fishermen were rescued.

needed fuel, but they said their motor "no funciona," and that they had been drifting for two days!

We contacted *She Wolf*, explained the situation, and asked them to see if they could raise the port captain in Manzanillo, which is a big commercial port, to come out and get these kids. But they were too far away to make radio contact. Then Larry noticed a large container ship passing about 10 miles outboard of us, and was able to hail them over the radio. We really only wanted them to contact the port captain, but after the ship's captain spent a few minutes chatting with Larry, he decided a rescue was in order. The captain said they had started their voyage in Peru, stopped in Panama, were stopping in Manzanillo and then on to Japan. They had a few hours for a rescue.

Larry gave the captain our position, and while the CSAV *Busan* changed course, the captain asked us to stand by so he could keep us on radar. In our broken Spanish, we told the two young men they were about to be lifted onto the *barco grande*. They took one look at that big ship and started tearing down their custom sails. This ship was about 800 feet long, so you can imagine what it looked like as it bore down

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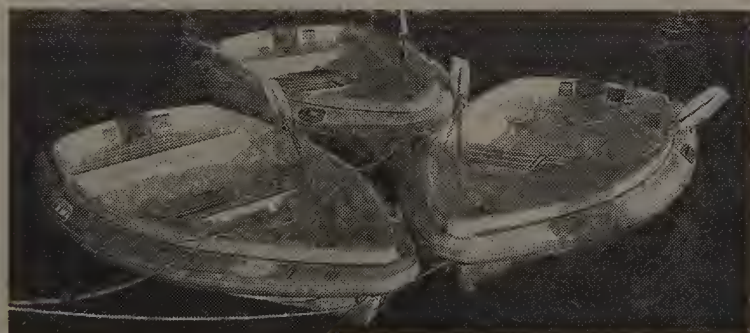
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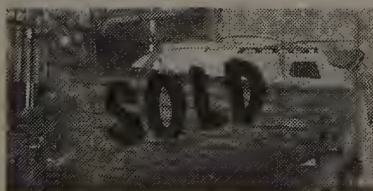
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25' Merit	1985 ... \$10,950

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26' MacGregor	1988 ... \$5,995
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26' MacGregor	1991 ... \$7,900
30' Luger (unfinished kit)	\$5,995
30' Luger	\$24,995

TRAILERABLES WITHOUT TRAILERS

24' Balboa	1981 ... \$4,950
25' Catalina	1982 ... \$6,950
25' Freedom	1984 ... \$9,750
26' Balboa	1975 ... \$4,495
30' Luger (unfinished kit)	\$3,495

CATAMARANS WITH TRAILERS

16' Hobie	1981 \$595
16' Newport	1972 \$375
17' Nacra 5:2	1980 ... \$1,650

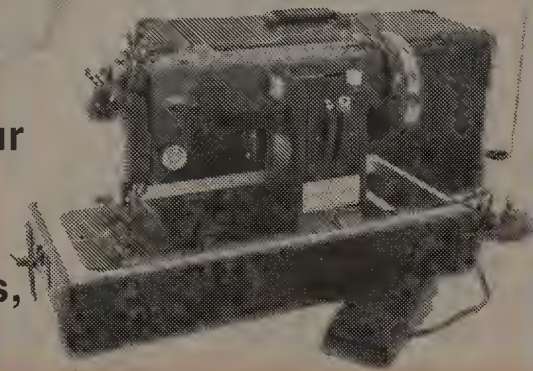
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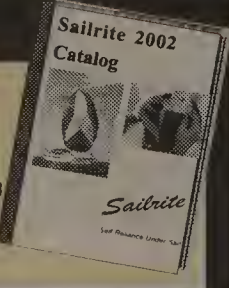
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LETTERS

on them. By this time *She Wolf* and *Reaching Deep* had caught up with us, and we all stood by the little boat.

As the *Busan* approached and they were able to see the *panga* on radar, the captain, speaking English with a German accent, said, "You yachtie types may move off now so we don't endanger you with our big ship!" But he did ask us to continue to stand by until the rescue was completed. What an amazing feat it was to watch! The *Busan* launched a rescue boat, lowered one of the hooks from their huge cranes over the side, and proceeded to rig the *panga* for lifting. This took some time to accomplish, as their huge block and tackle — which must have weighed hundreds of pounds — swung back and forth.

Finally, they had the young men in the rescue boat and the *panga* on its way to the deck. It seemed that half the ocean spilled out of the little boat on the way up, but it made it safely to the deck. The captain then hailed *Halcyon*, to thank us for standing by. After thanks from both sides, we all continued on our way — we three yachts south into what became a beautiful full moon night, and the *Busan* to Manzanillo with two very thankful young men aboard. The whole procedure took about three hours and we all can only hope that if we ever need rescue the *CSAV Busan* is somewhere near our part of the ocean!

Larry & Carolyn Dunn
Halcyon, Catalina 42
San Francisco / Mexico

Larry and Carolyn — Great story. It's been awhile since we've heard anything quite like it.

↑↓AS OPPOSED TO THE ENDLESS LEGAL DISCUSSIONS

With all the scuttlebutt recently aimed at the America's Cup, I would like to say that I appreciate *Latitude's* editorial approach, which was to cover the sailing as opposed to the endless legal discussions regarding a yacht race. Loyalties aside, what we saw in this Cup victory was ability, preparation, and experience — things all sailors should prize.

Dave Kendig
Okolehao
Santa Cruz

↑↓WHAT ABOUT ESPN?

Last fall in a version of *Electronic Latitude* you blasted Outdoor Living Network for their supposedly shoddy early coverage of the Louis Vuitton Series. I was just wondering what *Latitude* has to say about ESPN's coverage of the America's Cup. As near as I can tell, ESPN broadcast the races only once a day — 4 p.m. West Coast time — which was very inconvenient to watch without recording it on a VCR. Then they didn't show race four at all!

In my opinion, OLN ultimately did a much better job than ESPN, especially when considering that they kept rearranging their broadcast schedule to accommodate the rescheduling of races. Additionally, OLN even made Louis Vuitton programming available on prime time. I'm one unhappy America's Cup race viewer.

John McCartney
Menlo Park

John — We only slammed OLN after the first race of the Louis Vuitton Series when they weren't quite ready for prime time. As we noted several times subsequent to that, they improved considerably as time went on. We also thought Sausalito's Dawn Riley did a fine job.



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LETTERS

If you think you're disappointed with ESPN, imagine how ESPN must feel about the America's Cup. Delay after postponement after delay. As Gary Jobson told the audience during a recent presentation at the Tiburon YC, it was maddening. We suppose it's now time for everyone to decide whether they want the America's Cup to be a 'pure' event of, by, and for sailors, or something that's repackaged primarily for consumption by a mass television audience. It would be hard to be both. If the America's Cup were to be primarily for a television audience, we think it should be changed to fleet racing using the wild 60-ft trimarans, and it should only be sailed in San Francisco Bay on spring afternoons. Then the average person would have a reason to stay tuned.

↑↓A WHINING AND PETTY MAX EBB

As usual I enjoyed reading my issue of *Latitude* — except that I was embarrassed to read Max Ebb's February article on the America's Cup. Having lived around the world for many years, I have had to deal with the rest of the world's view that Americans are bad sportsmen and poor losers — no doubt initiated by McEnroe in the '70s. However, it's very hard to dispute these comments when one reads such whining and petty articles as the one from Max Ebb this month.

I have thrown the issue out as I was mortified, but I recall that his comments went something like this: "I believe that the America's Cup should have been between New Zealand and Oracle; Oracle had a number of bad calls against them that cost them the regatta."

What rubbish! Oracle had no more bad calls against them than anyone else, but no other team supporter is whining in a public forum.

Max Ebb also waxed sarcastic about the New Zealanders on Alinghi being 'Rent-a-Swiss' or some such rot. He cleverly fails to mention that there were more foreigners on OneWorld than Americans, and Oracle had more than its fair share of New Zealanders in the primary positions.

While I, too, yearn for the days of national entries — the small Italian, Swedish, French, and British entries were at least made up principally of sailors from the respective countries — such childish comments by Max Ebb do nothing for our sport. Maybe he's an Oracle investor, and is horrified that \$90 million has simply disappeared?

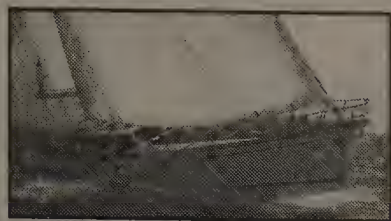
Apart from this article, I am still a loyal reader of your publication, but please try to curb the children's play drivel in the future!

Nick Mockridge
Newbury Park

Nick — The Max Ebb feature uses fictional characters to illustrate differing points of view in an entertaining way. The quote you paraphrase was made by a minor character — who was immediately challenged by another minor character — for the specific purpose of raising the topic of luffing rules. As for the admittedly sarcastic 'rent-a-Kiwi' comment, it was made to make the fictional character seem more colorful and real. Please, take the time to find another copy and give the February Max Ebb another read. You'll see that it was a well crafted article that cleverly raised and discussed a number of the more important issues regarding the America's Cup.

↑↓WHAT ABOUT PORTA-BOTES?

I have a question for Latitudians. In the great debate about the ideal yacht tender/dinghy, whether rigid hull or inflatable, why don't I hear more about folding boats such as the Porta-Bote? This seems like the ideal solution, yet I haven't



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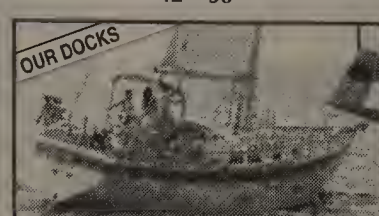
1983 Amel Mango 52
Great offshore yacht! **\$224,500**



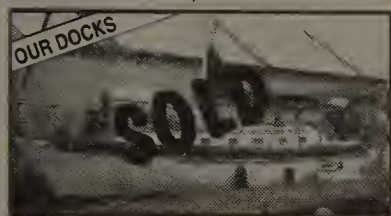
1986 Fraser 51 Big, beautiful, custom boat, exceptional condition. **\$298,500**



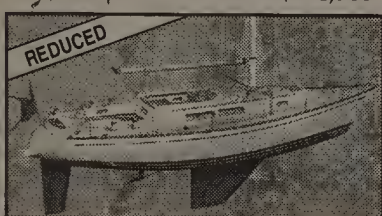
2000 MALÖ 45 DEMO
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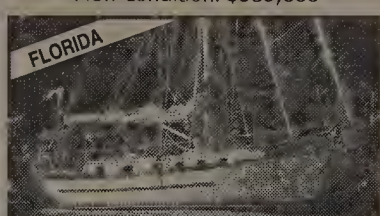
1983 Liberty 458 Orig. owner, many upgrades. Fantastic condition! **\$229,000**



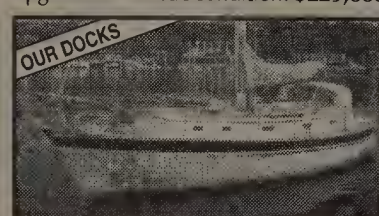
1985 Passport 42 Very well equipped, many upgrades, nice interior. **\$198,500**



1985 Hylas 42
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1989 Valiant 40 Rare find, fully outfitted for cruising. **\$219,000**



1987 Tashiba 40 Beautiful design, one owner, condition excellent. **\$189,500**

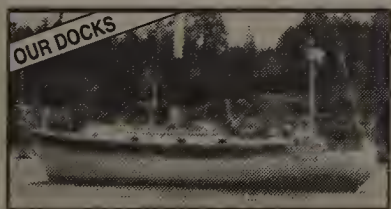
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* 2000 Wauquiez 48 339,000	1981 Valiant 40 PH SOLD
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* 1995 Wauquiez 45 Cat 225,000	* 1986 Wauquiez 38 MkII 111,500
* 1996 Valiant 42 SOLD	* 1983 Malö 38 \$119,00

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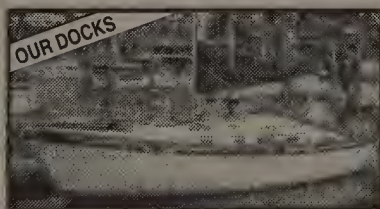
1976 Valiant 40 one owner for the last 17 years! **\$119,900**



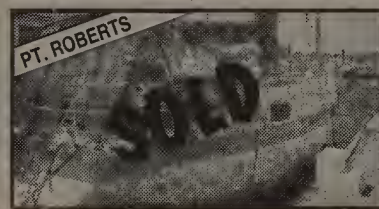
1978 Valiant 40 Clean boat, many recent upgrades. **\$119,500**



1985 Nauticat 40 Very nice condition, all-season cruiser. **\$189,500**



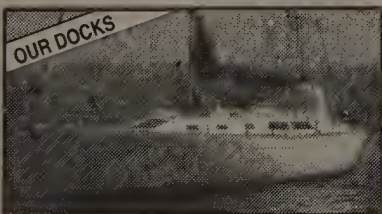
1984 Southern Cross 39
World cruiser. Must see! **\$129,900**



1983 Wauquiez Hood 38
2 owner. Rare MkII. **\$119,900**



1984 Wauquiez Hood 38 Mk II
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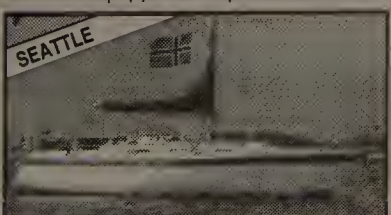
1978 Valiant Esprit 37
Offshore ready. Nice. **\$104,500**



1983 Wauquiez 35 \$34,000 in upgrades. Must See! **\$89,900**



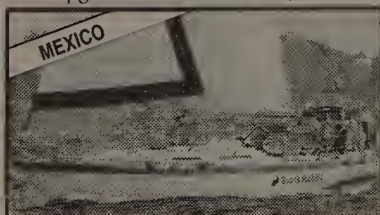
1982 Wauquiez 35 Owner spent over 20K in upgrades. **\$83,000**



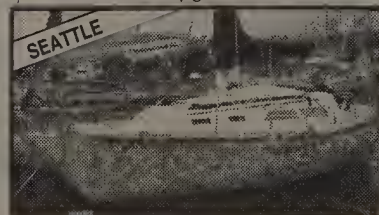
1984 Wauquiez 35 Pretorien
2 owner. Rare shaft drive. Reduced



1983 Wauquiez Pretorien 35
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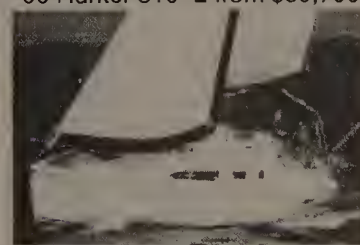
'94 Hunter Vision 36 — \$89,500



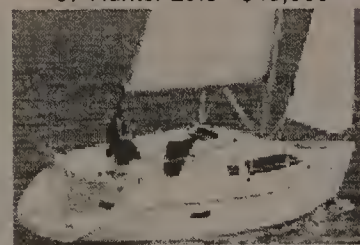
'99 Hunter 310 - 2 from \$59,700



'97 Hunter 29.5 - \$45,000



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LETTERS

seen any comments regarding this option. Are the folding boats just unknown, or is there something so wrong with them that no one ever considers them as serious contenders? Any answers, experiences, and opinions based on fact would be greatly appreciated.

P.S. Thanks for the great sailing rag. You perform a great service to the sailing community in the Bay Area as well as the other watery parts of the world.

Michael Symons
Velella, Cal 28
Healdsburg

Michael — Good question. About 50,000 Porta-Botes — which cost about half the price of an inflatable — have been sold, although most of them not to sailors. If you visit their website, you'll see a copy of a very flattering review by Practical Sailor, which cites the Porta-Bote's low cost, compact size,

performance under power, and positive flotation as reasons to like them.

However, if we were a cruiser thinking about buying a Porta-Bote, our main concern would be how they ride and hold up in chop, slop, and other moderately rough conditions. Bizarrely, Practical Sailor didn't seem to think this was an important consideration. "Lastly," they write, "we ran the Porta-Bote through a series of turns,

PORTA-BOTE



Porta-Bote also makes a sail version.

tight and otherwise, headed for whatever chop we could find (including some fairly serious boat wakes), and generally had some fun." So much for a thorough and rigorous test.

Real world cruisers know that tiny chop isn't something they have to search for, as they often have to face steep and nasty chop, especially if they rely on their dinghy for even half-assed explorations such as are common in Mexico. For example, when we're sailing/surfing Banderas Bay, we'll commonly dinghy five to seven miles a day on surf runs to La Launcha, to the Point, to the palapas, to other boats, and just exploring along the shore. In the morning this is often against a moderate chop created by the offshore wind, and in the afternoon it's often against a pretty good chop created by an onshore wind. Even in this relatively moderate stuff, we sometimes have to come off a plane because our body physically can't take the pounding. Can a Porta-Bote stand up to such real life conditions, or is it just a fair-weather or back-up dinghy? We honestly don't know, so, like you, we'd love to hear from cruisers who have put their Porta-Bote to rugged use. If we're not mistaken, the Winship family have had one for several years of cruising aboard their Crowther 33 Chewbacca, so we expect to hear from them.

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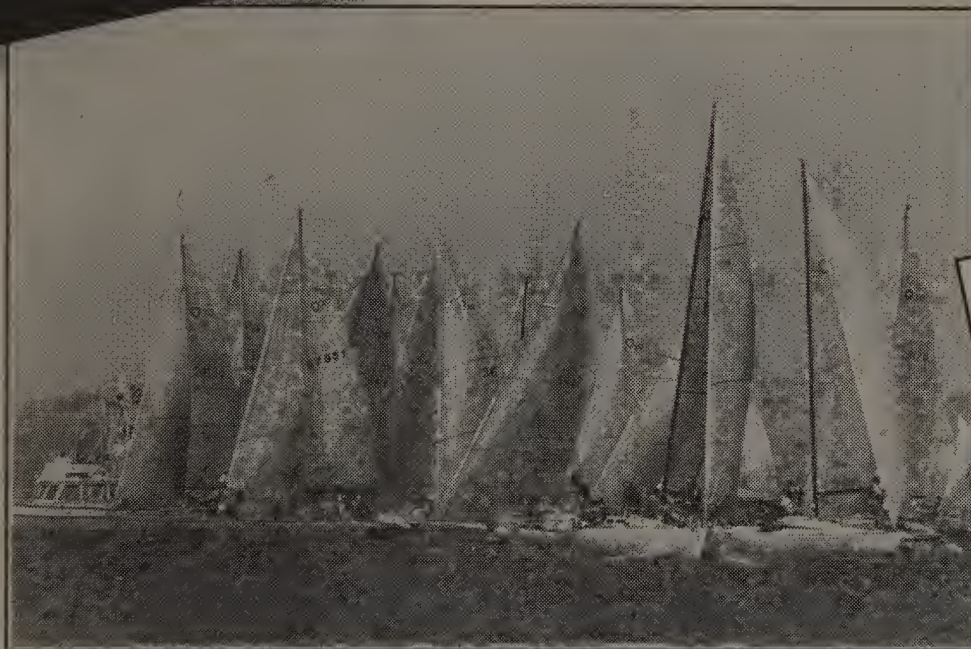
It's true that Bill and I met in May of 1996, but it wasn't at a Crew List Party. What happened was that after racing my Shields in Monterey Bay for 20 years, I decided I wanted to expand my horizons a bit. I figured that if Tanya Aebi could sail around the world, then so could I. So I put my name in the "I Want To Crew" list hoping to gain some offshore cruis-



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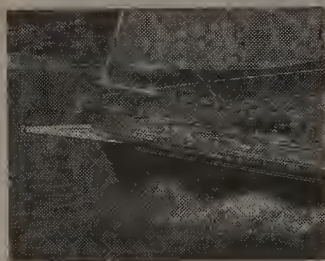


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ing experience on a boat going to Mexico. I got a lot of responses, but Bill's was the most interesting — until I found out he didn't have a boat! But it didn't matter. We bought a Catalina 36 through the *Classy Classifieds*, named her *Whirlwind*, and shipped her up to Seattle. We spent three months cruising up there and into Desolation Sound, then got married in Friday Harbor. We sold *Whirlwind*, bought our Gulfstar 50 *Blue Banana*, and the rest is cruising history. Now you know the whole story.

Sam Fleetwood
Blue Banana, Gulfstar 50
Monterey

HOW MANY WERE IN DRAG?

I am a crewmember on the N/M 56 *Learjet* — we did the 01' Ha-Ha — and I'm doing some research and some debating with Glenn, the owner, about para-anchors and drogues. As we're in the preparation stage for this fall's Ha-Ha and a Puddle Jump in '04, we need any information you can provide on the following:

1) How many boats did the Puddle Jump in '02? 2) Of those, how many carried a drag device of some sort? 3) Of these, have many carried a sea anchor — e.g. a parachute deployed off the bow? And finally, 4) How many carried a drogue such as a Galerider from the stern?

Dave Berke
Island Ride, Catalina 390
San Francisco

Dave — At least 50 boats did the 2003 Puddle Jump, but of those who participated in the organized radio scheds we're not aware of any which deployed drogues. Although we don't survey Puddle Jumpers regarding the gear they carry aboard, we'd bet that many of them do carry a sea anchor or drogue.

More than a hundred boats typically finish the Ha-Ha each year, and we've never heard of anyone needing to deploy a drogue during the trip to the Cape. Frankly, given the generally light conditions, we've always felt comfortable sailing to and around Mexico without a specific drag device. If we were sailing south from Seattle, however, or going across the Pacific and ultimately doing the sometimes-dangerous passage from Tonga to New Zealand, we would certainly give them greater consideration. Naturally, a lot is going to depend on what kind of boat is involved, how many crew are aboard, and how many of them are good drivers.

Folks should remember that just buying a sea anchor or drogue isn't enough, as some of them are complicated to deploy and retrieve. You have to practice using them. You know how big a difference there is between reefing your main on a calm day at the dock and reefing it in the middle of the night when it's blowing 30 and there's a cross sea? It's about the same difference as setting a sea anchor in calm conditions versus the kind of conditions in which you'd really need one. Without 'real life' trials, there is no way to know if your drogue or sea anchor is up to snuff, if you have the proper leads and chafe gear, and if the crew is capable of deploying it in the severe weather it was designed to be used in.

For example, a few years back during extreme storm conditions on the way from the South Pacific to New Zealand, a family on a 45-footer deployed a parachute sea anchor from the bow. As we recall, the very long and large diameter nylon rode stretched like a rubber band as it went over the bow roller, but snapped after a relatively short time. We're also familiar with instances of mariners being unable to properly set such devices, or even getting them fouled in their keels or rud-

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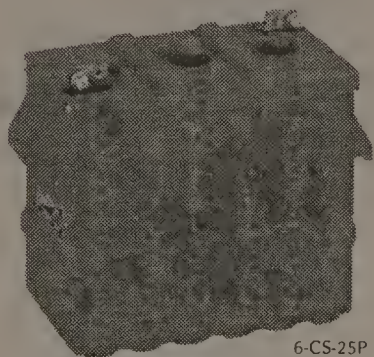
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LETTERS

ders.

The correct drag device is a good thing to have if you find yourself in storm conditions — so long as you and your crew know how to set and retrieve it. If anybody would like to share their successes or failures with drag devices, we're all ears. In this month's *Changes* there is a report from the catamaran *Feet* on successfully dragging a tire drogue off the Central Coast of California.

INSURANCE FOR FERROCEMENT BOATS

I've been living aboard my ferrocement sailboat in the Vallejo Marina for four years. Like many marinas, they now require hull insurance. Despite the help of some others in the marine industry, I have been unable to find a company that will insure cement boats. Other folks with cement boats that are having to come up with proof of insurance are probably going through the same crisis. If you know of anyone, please email me with the good news.

Doug Wagoner
Vallejo Municipal Marina

Doug — The best we can do is put the word out and see if any insurance agents or cement boat owners can help.

LOOKING FOR A SOUTHERLY ALONG THE BAJA COAST

Our Grand Banks 42 *Redhead* came down on the '02 Ha-Ha — thanks for the great time — and my wife and I will be returning her up the coast of Baja to San Diego this spring. What month would you guess we would have the best chance of southerlies, April or May?

Skip Gorman
Redhead, Grand Banks 42
San Diego

Skip — We can't be sure, of course, but we think the next southerly isn't likely to be until November — about a month after the start of the next Ha-Ha. If that isn't bad enough news, April and May might be the two worst months of the year to do the Baja Bash.

In brighter news, the real key to a good trip north is not having to rush to meet a schedule. There are lots of good anchorages along the Baja coast, and the wind doesn't blow forever — not even in April and May — so hang out in the anchorages until it's relatively calm, then go like hell. Generally speaking, once you get a little north of Cedros, you're over the hump, and conditions tend to be more like Southern California.

By the way, most boats wait for calm weather at the somewhat dicey anchorage at the northern end of Cedros, then make a run for it when the wind drops. Delivery skipper Tim Murison tells us he prefers to go all the way out to the Benitos Islands, where there is a better anchorage and there's not so much of a funnel effect of the wind.

If anybody else has any Baja Bash tips, there's a lot of folks who would like to hear them.

SHIPPING BOATS FROM SAN CARLOS

We're planning to do the Baja Ha-Ha next year. Do you have any contact information for shipping boats from San Carlos? Many thanks.

Teresa & Don Lindner
Smoke, C&C 40
Victoria, B.C., Canada

Don and Teresa — Contact Jesus at Marina Seca in San Carlos. He can be reached at 52-622-22-61061 or emailed at

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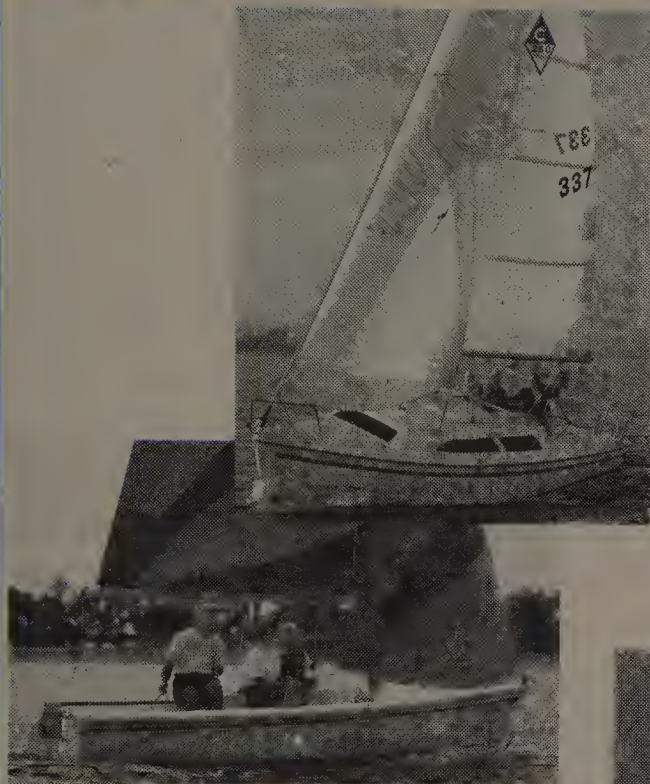
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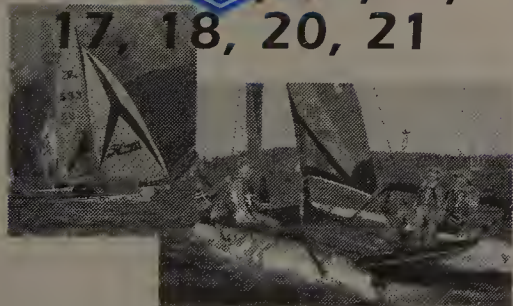
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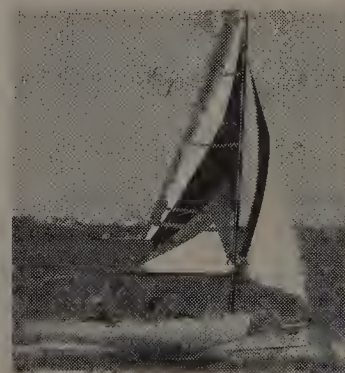
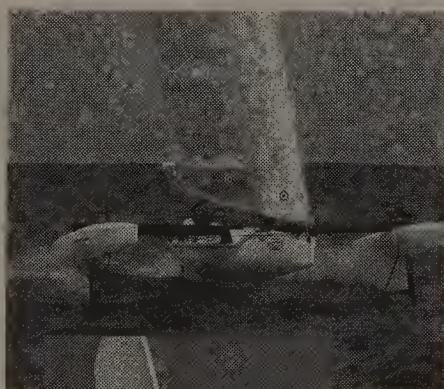
US SABOT, WAVE, 13, 14.2, CORONADO 15, 16,
16.5, 18, 22, 23.5, 26



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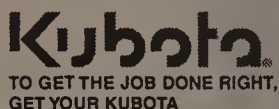
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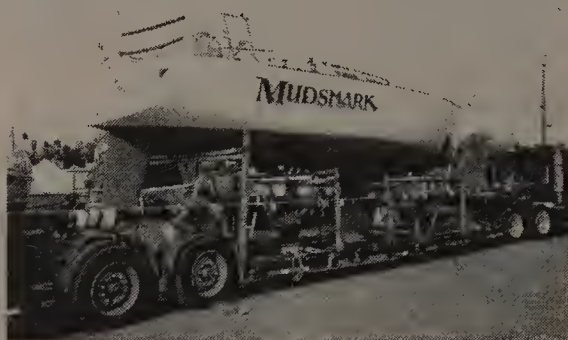
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LETTERS

transport@marinasancarlos.com for an online quote. Marina Seca, which has been in business since 1995, transports sail and powerboats from San Carlos or Mazatlan to anywhere in the United States or Canada. They use specialized air ride suspension hydraulic trailers, and can transport boats up to 50 feet in length, 16 feet in beam, and 30 tons. Once they get

DAVE FULLERTON



- In 1999 'Mudshark' was trucked from San Carlos to Tucson on a hydraulic lift trailer with 'no problems'.

the boat to Tucson, Arizona, a crane lifts the boat onto another truck for the remainder of the trip. While an owner doesn't have to be present, the following papers are needed: 1) Vessel documentation or registration; 2) Copy of owner's passport; 3) Copy of owner's drivers license.

We've known many people who have used Marina Seca to have their boats brought back north. So far the biggest complaint we've heard is that if you don't get a reservation early enough, you may have to wait several months. If anybody would like to provide a firsthand report on the service, we'd like to hear from you.

As for the Ha-Ha in late October, it will be the 10th one, so the Ha-Ha folks are hoping to make it the best ever. We'll see you — and hopefully some other Canadian cruisers — at the starting line.

TRUCKING EAST

After an awesome nine years of sailing on the West Coast, we are planning to pull up all roots and move to a Long Island shore community in Westchester County. While we'll miss about 330 nice days a year by moving, we'll get to experience entirely new cruising grounds such as the Caribbean, the Maine coast, and Bermuda. Since we've already sailed to Hawaii, Mexico, and more times up and down the coast between L.A. and San Francisco than we can remember, we think the change of pace will be great fun.

As we now have lots of kids and jobs, we have two choices for moving our boat: Either sail a very small part of the way — downwind, of course, from San Francisco to Panama — and then hire delivery crew to take the boat from the Panama Canal to New York; or truck the boat back east.

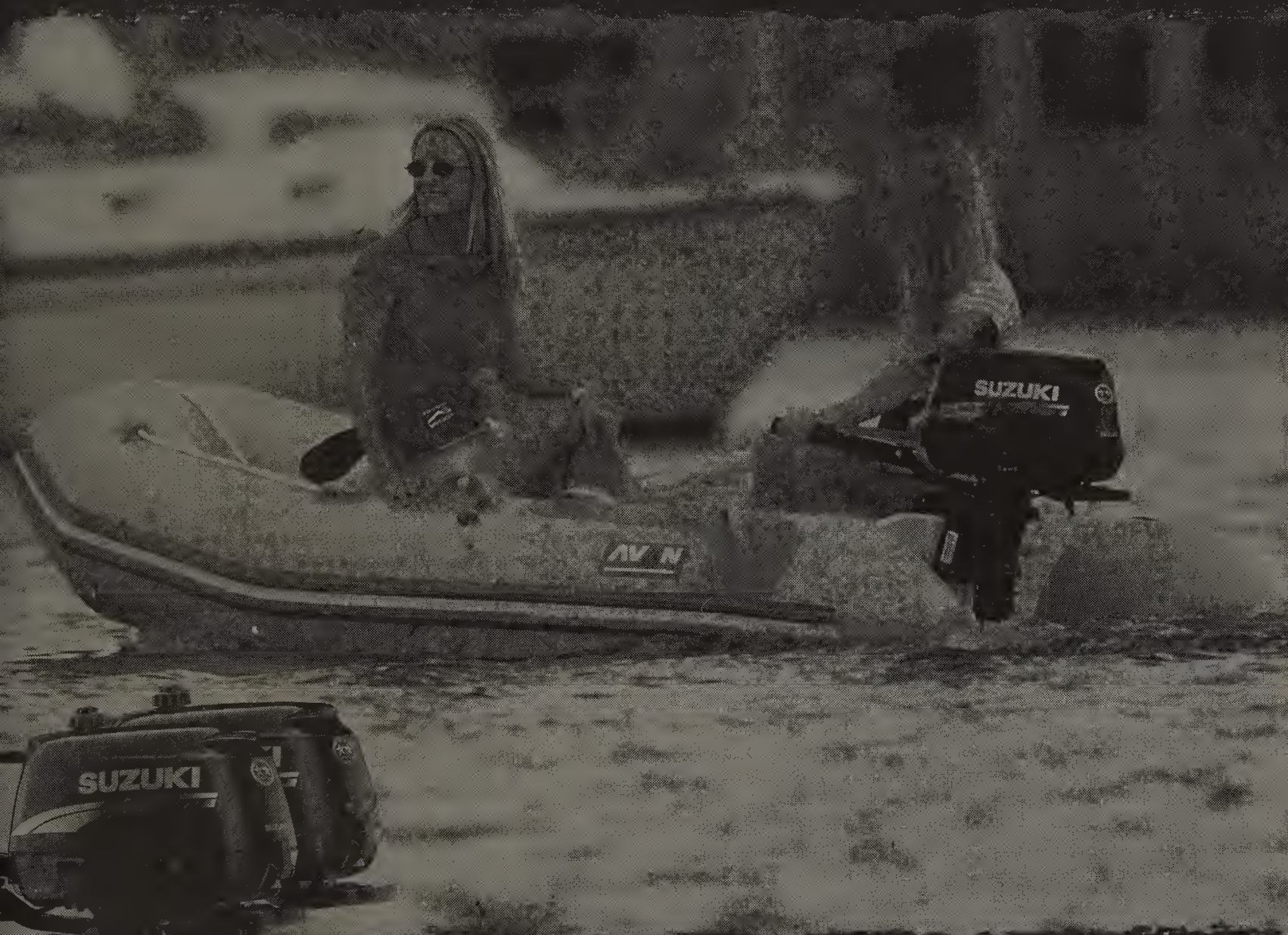
I've read numerous accounts over the years of people who have had good luck with the trucking option. Our boat is pretty large — 51 feet by 15'6". Can boats this size be trucked? If so, how does one go about contacting a trucking firm? In your opinion, does the boat experience more wear and tear by trucking or by having a delivery crew move it? If we choose the delivery option, what's the right time of year to sail from Panama to the Caribbean?

Also, we'd love to hear any comments you have about what to expect in terms of Atlantic coast sailing. Is Cape Hatteras really as bad as Point Conception?

Susan Pieper-Bailey
Daddaboat, Beneteau 51
Sausalito

Susan — Unless a driver snags your boat on an overpass

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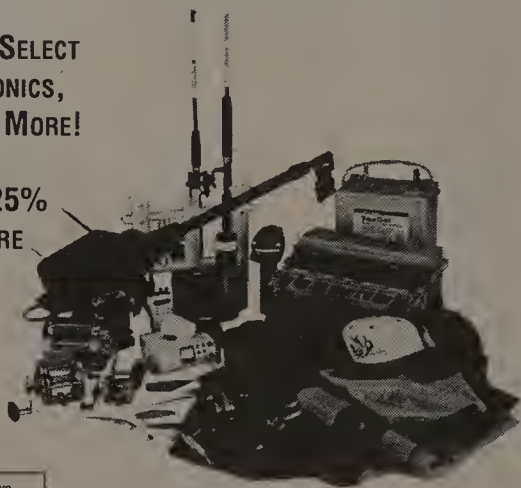


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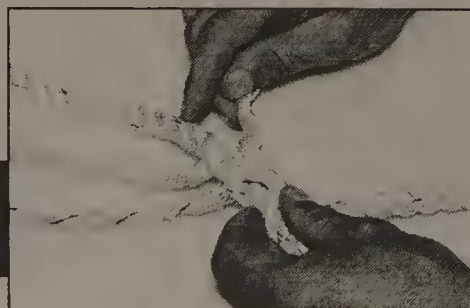
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LETTERS

— it happens — trucking would put much less wear and tear on your boat than sailing her to the East Coast by way of Panama. Sailboats as large as 80 feet are trucked all the time. In the case of larger ones, keels have to be removed and hulls have to be tilted sideways, and that can drive the price way up. In addition, there are often restrictions on the hours they can travel and even what states they travel through. At nearly 16 feet of beam, your boat may run into some of these restrictions. You can start your search for a trucker by calling Latitude advertiser Cam Transport at (800) 646-0292.

On the other hand, since sailing is only good in the Northeast for three or four months in the summer, getting your boat there by way of sailing adventures in Mexico and the Caribbean would be the way to go — if you have the time and money. Here's how we'd do it: 1) In late October, sail south with the Ha-Ha and enjoy as much of mainland Mexico — hopefully to Zihua — as you have time for. 2) Then have the boat delivered from Mexico to the Eastern Caribbean. If you don't stay too long in Mexico, it would be possible to get her to the best of the Caribbean by January — although the nasty trip from Panama could cause delays. 3) Assuming that you would have moved to the East Coast by then, take mini-vacations until early May — it's just 3.5 hours from JFK to St. Martin. 4) At the middle of May, have a delivery crew take her to the Northeast. We came up with this schedule working backwards based on the fact that our friend Tom Reardon, skipper of the legendary Herreshoff 72-ft ketch Ticonderoga for 17 years, says it's pointless to have a boat in the Northeast before June because it's too drizzly and foggy. But wait, there's more. After a full season or two of sailing in the Northeast, we'd base your boat in St. Martin or Antigua for the entire following year. When you live in the Northeast, it's actually quite easy to be a commuter cruiser in the Caribbean.

There's a third option. After taking your boat to Mexico, you can have it shipped — along with other boats — on one of those semi-submersible vessels from Lazaro Cardenas on mainland Mexico to St. Thomas in the Virgin Islands. They only go about once a season and it's not cheap, but it would mean less wear and tear by a delivery crew. There are a number of companies such as Dockwise Transport that offer this service. But beware that schedules change, so you should spend some time surfing the Internet to get more info.

ROGUE CONTAINERS AT SEA

My son and his wife have been sailing their 41-footer for 22 years, and are currently wintering in Falmouth, England. He wrote telling me about some very bad experiences his friends have had running into rogue containers that have fallen off of ships. He specifically cited your publication as being leaders in trying to get this problem the attention it deserves. I would appreciate it if you could direct me to where I might find current — no pun intended! — information on the subject. I'm an author and certain aspects of this intrigue me. By the way, my latest novel — *Dreadnought's Curse* — has a nautical theme and will be out soon.

Howard Hilton
Tampa, Florida

Howard — From time to time we write about containers that have fallen off of ships, and much more rarely about boats that may have hit such containers. But we're a small magazine with limited resources, so we can't do anything beyond that. As for organizations taking a more active role in trying to eliminate the problem, we're not aware of any.

For what it's worth, we're far more concerned about hitting



Hans Christian

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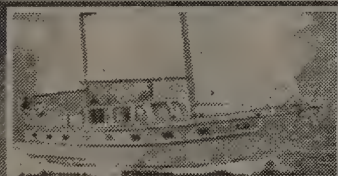


45' DUFOUR CLASSIC, '96.4 S/Rs, swim step,
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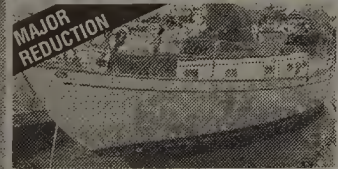
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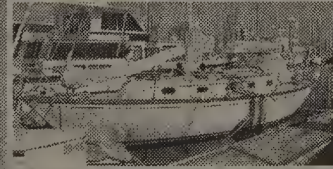
43' MASON KETCH, '83. Loaded for offshore
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43' HANS CHRISTIAN, '80. Recent refit, new
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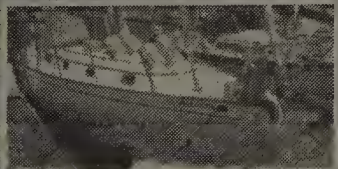
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29' HUNTER 29.5, '95 Yanmar diesel, full
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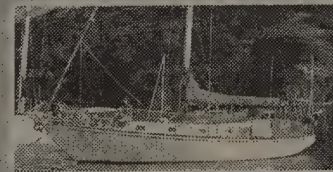
HANS CHRISTIAN 38T, '79/89. '89 has Telstar
underbody, beautiful! '79 is in marvelous shape,
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33' HANS CHRISTIAN CUTTERS, '81, '85 Yan-
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LETTERS

whales than containers. We're not sure if we've ever come close to hitting a container, but we've had very close calls with whales on numerous occasions.

↑↓FREEDOM OF SPEECH

I just got around to reading *Latitude's* reply to Paul Dietrich's letter about free speech, where you spelled out the basics of a 'Life 101' class that should be required for all incoming freshmen at colleges. Wow! I've read your rag for years and have always been impressed by the free thinking and editorial wisdom, but this particular one blew me away. May I have your permission to use it?

Dale Thompson
True Luff, Cat 34
Rolling Hills Estates

Dale — Sure.

↑↓FROM BOAT BUILDER TO STAR WORLD CHAMP

In the December issue, Jim and Eleanor Hancock, who are cruising their Freya 39 *Solstice* in the South Pacific, asked if anybody knew anything about the history of their boat. My husband Hugo and I do, as he was the one who built her and



Martha with Hugo, the boatbuilder about to become Star World Champ.

christened her as *Harmony*. It made us both so happy to learn that *Harmony* has seen so much of the world! We don't have the Hancocks' address, but this is what we'd like to tell them:

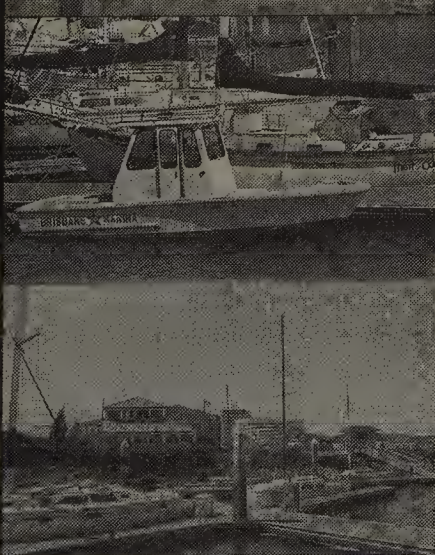
In 1975, shortly after we were married, we bought a house in Pacific Beach near San Diego. I thought my husband liked the house, but I soon discovered that he was mostly interested in the large lot that came with it. Within a short time, he had purchased a Freya 39 hull and deck from Jim Gannon of Gannon Yachts in Petaluma. Once we had the hull and deck delivered to our backyard, Hugo began to have the time of his life!

I remember looking into the big empty hull with only a few bulkheads, wondering how Hugo would know what to do first. As I quickly learned, Hugo had it all planned out in his head long before anything was delivered to us. In Germany, a Schreiner — Hugo's last name — is a woodworker/carpenter. Well, Hugo was true to his German heritage, as he knew just what to do. Hugo balanced work and boatbuilding for the first half of the project, then quit his job with the airlines to finish the boat.

Harmony took three years to build, and Hugo was so happy with every part of the project. I'd watch him bound up the steep stairway to the boat, carrying one large object or the other. He sanded and painted the same surfaces many times over, and there were never any 'holidays'. *Latitude* said that Hugo was something of a perfectionist. That's an understatement. The varnish was so beautiful, and the white painted surfaces so glossy and perfect. All of the hardware was the best.

It wasn't always easy work. One vivid memory I have is of the day we put the black caulking between the strips of teak

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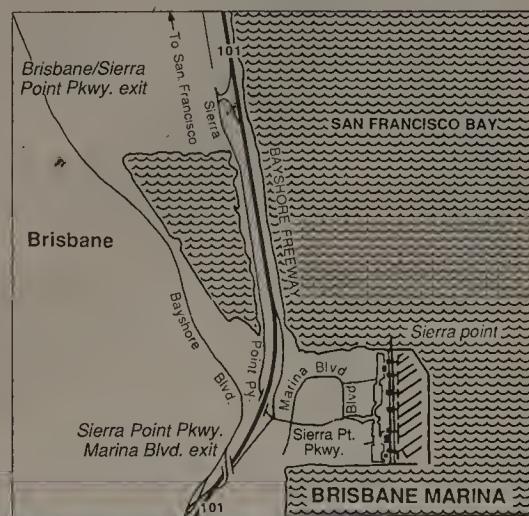
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LETTERS

deck. What a mess! But in the end, the teak decks were quite beautiful. The part I liked the best of the whole building process was seeing Hugo being so happy and creative.

Many folks came to see the boat while Hugo was building her. Because she didn't look anything like most homebuilt boats, we had several offers to buy her before she was even complete. Launch day was quite fun, and everything went just fine. My husband drank so much that he was crawling on the floor when he got home — and our 18-month-old daughter started mimicking him!

We lived aboard *Harmony* at Shelter Island Marina Inn, and had many enjoyable sails. The boat had a good stereo,



At long last, 'Harmony's' cristenning.

and we had Jimmy Buffet blasting at the threshold of pain. My favorite sailing trip was up to Newport Beach one Christmas to visit relatives. Our original intent was to sail off to the South Pacific with our good friends Jake — who had helped Hugo build the boat — and Pam Jacobson. But we ended up just doing a lot of daysails.

There were several reasons we never made it to the South Pacific. One is that Hugo started crewing on competitive Star class boats in 1980. He really loved it and enjoyed success right away. The Star races took him traveling all over the world, during which time he won two World Championships, a European Championship, a Gold Medal in the Pan American Games, and much more. Given the commitment required, thoughts of cruising were long gone.

After the birth of our second daughter in July of 1981, we were down to just occasional daysails on *Harmony*. Living aboard a Freya 39 with two young children was a bit tight. Because we weren't quite ready to leave the water, we accepted a trade deal for *Aleutian Tern*, a unique wood trawler. *Harmony's* new owner then sailed her up to Sausalito.

At the time, I didn't have much time to think about giving up *Harmony* and our dreams because I was so busy being a mom and working. Now it saddens me that we sold such a labor of love. Luckily, it has given many people pleasure on the waters of the world.

In 1997, our daughter was rowing for the Humboldt State crew on an early morning practice on San Francisco Bay. She saw a boat coming toward her that she thought for sure was *Harmony*. It would be an interesting coincidence if it was! Please know that you are welcome in our home if and when you come through San Diego. We have photos that we can email to you, and would love to hear from you in the future. We can be reached at giants6550@aol.com. Good luck with your cruising and God bless.

Hugo & Martha Schreiner
San Diego

ALL THE WAY FROM HOLLAND

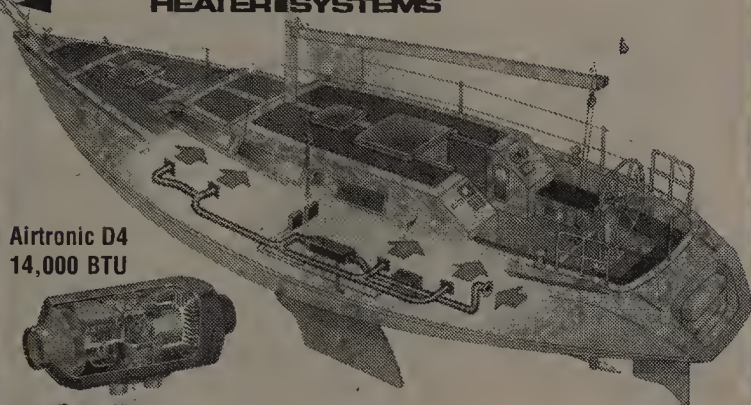
I'd like to propose our classic sailboat *Harpoen* as a *Lati-*

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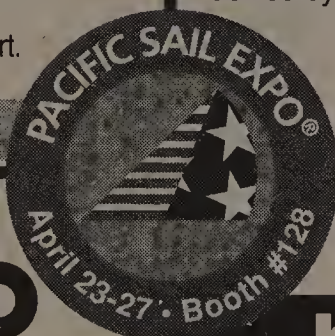
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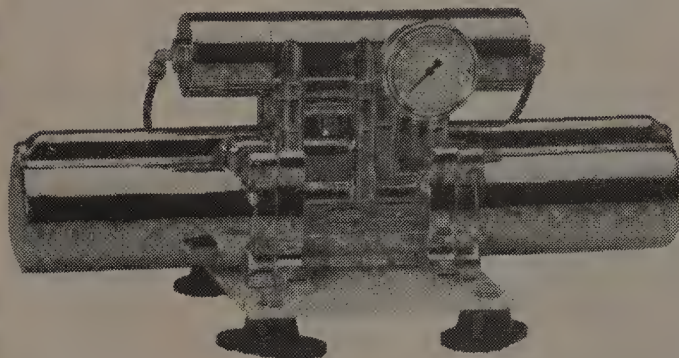
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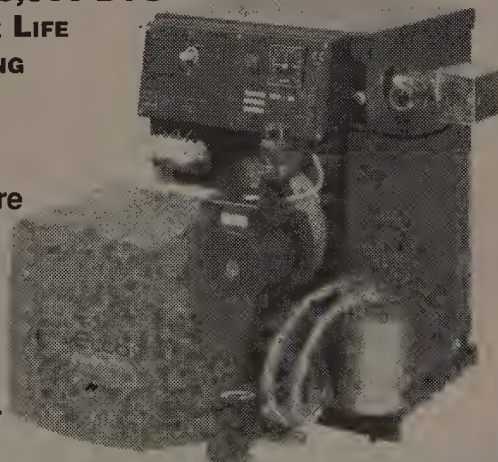
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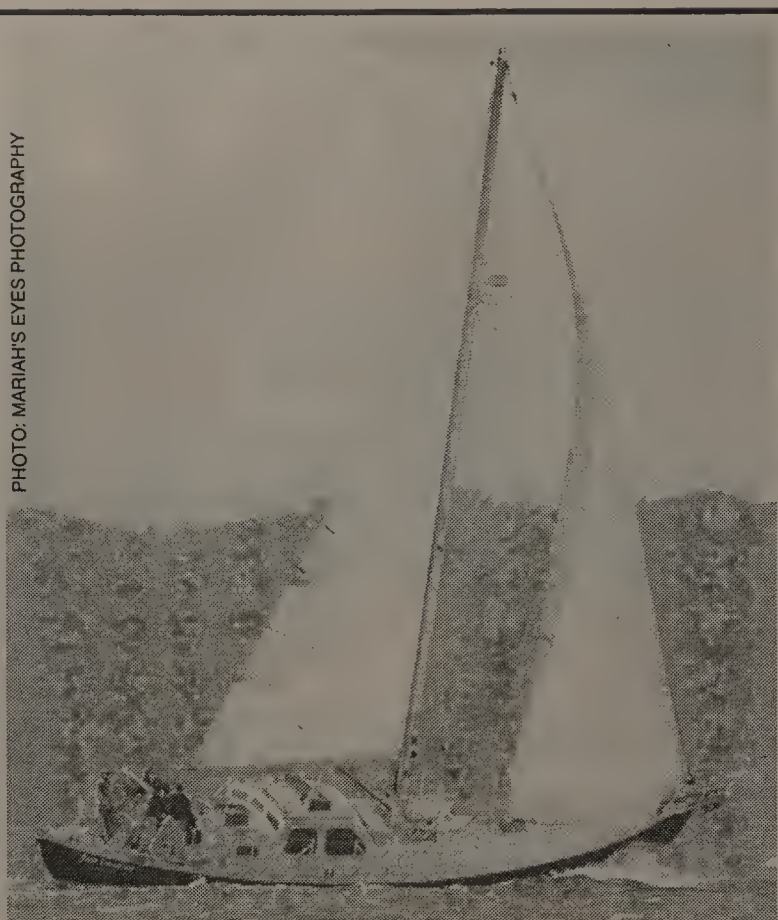
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LETTERS

tude Boat Of The Month. She's a solid fiberglass — with lots of teak — Javelin 38 that was designed by Bill Tripp, Sr., and built in 1961 by C. van Lent & Zonen Jacht en Scheepsbouw DeKaag in Antwerp, Holland. Hull #9 of 24, she is 37'10"



COURTESY RON WITZEL

Boat of a lifetime — 'Harpoen' has been in the family for 35 years.

long, has a waterline of 26' 7", a beam of 10", and draws 5'6". She weighs 15,500 lbs and has a CCA rating of 26.5. She has a modified full keel with a cut-away forefoot, and an attached rudder with an aperture for the prop. *Harpoen* was imported by Seafarer Yachts of New York in 1961, and has been in our family since 1966 when she was purchased by my late father, Claude Witzel, and my

uncle, 'Mo' Witzel. My sister, Valerie Ridgeway, and I are the current owners.

We raced *Harpoen* extensively on the Bay in the late '60s and early '70s with a PHRF rating of 174, and won the Yankee Cup in 1977. We also did the Windjammer Race to Santa Cruz in 1971. After winning the Yankee Cup, we've only done Marin YC races. After major cosmetic refits for the hull and non-skid, we primarily use her for daysailing.

Originally powered by an Atomic 4, *Harpoen* has since been repowered with an Albin diesel and two Yanmars. Over the years we also upgraded to an aluminum mast, a ProFurl rollerfurler, and we're on our second full-battened main.

If you want proof that the Javelin 38 is a lasting design, *Majek*, a sistership with a 5-foot-taller mast, won the Marion to Bermuda Race in 1997.

Ron Witzel
Vice Commodore, Marin YC
San Rafael

Ron — We really enjoyed hearing the story of your family's boat — particularly since you've owned her for 37 years. Nonetheless, she doesn't have quite enough broad appeal for a B.O.M. feature.

⇅FIRST CHARTER OUTFIT IN CARIBBEAN

In the *Latitude* interview with David Wegman in the February issue, he says that The Moorings was the first bareboat charter company in Tortola. I think he's wrong about that. If my aged memory serves correctly, they were preceded by CSY. They had a base in Tortola in 1973, and had already been in operation for some years.

Carl Ondry
Truckee

Carl — To test your theory, we checked with Simon and Nancy Scott, BVI bareboat industry pioneers who now operate *Cruising Guide Publications*. The fact is that CSY opened in St. Thomas, USVI, prior to The Moorings opening in Tortola, BVI.

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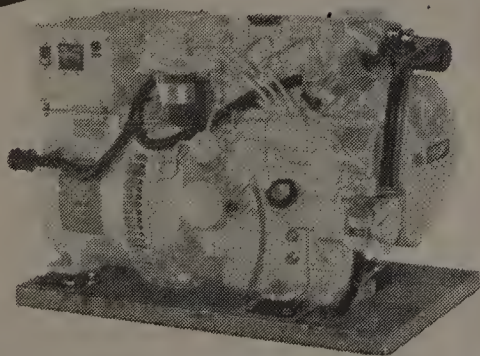


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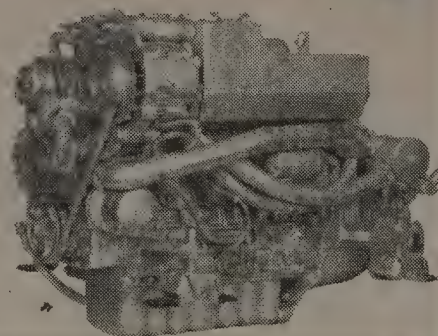
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LETTERS

and a short while later CSY also opened a base on Tortola. So, for the record, The Moorings was, in fact, the BVI's first bare-boat charter outfit. In any event, it's hard to believe how many charter boats and operators there are in the British Virgins these days. But it's still a sensational place to sail, with near idyllic conditions.

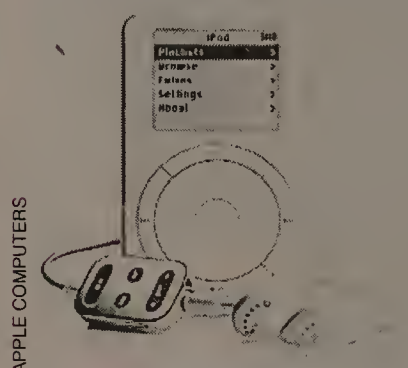
ADAGIO BOOKS ON TAPE

Want help keeping alert, happy, and entertained while maintaining a 100% lookout 24 hours a day? To help watch-keeping on our 52-ft catamaran *Adagio* a few years ago, we started listening to books on tape. But now the same concept is even better, thanks to our new MP3-based capability to listen to books, magazines, and radio reports at any time of our choosing.

Some cruisers read while on watch. On *Adagio*, the two of

us prefer not to read because it takes our eyeballs off the horizon and radar. It also affects your night vision and makes it easy to lose track of time. Given the average speeds of our catamaran, we feel that five minutes is the longest interval we can take between 'look arounds'.

Our solution was to purchase an Apple iPod, which is offered in three sizes: 5, 10 and 20GB. For MP3 recordings of books, the 5GB



APPLE COMPUTERS

Apple's amazing iPod.

size is plenty big enough to hold a dozen, as well as 500 to 1,000 typical size CD tracks.

As there are at least two watchkeepers, it's important to have enough books stored so that each watchkeeper can be 'reading' their own book. Why? Because the iPod keeps track of where you left off. So, when you stop 'reading' a book at the end of one watch, it will automatically start at the place you left off when you begin your next watch. Since the books are about eight hours long, it's not much fun to have to fast-forward to try to find your place.

A great resource for such 'reading' material is www.audible.com. In addition to books, they offer subscriptions to magazines such as *Scientific American*, *Forbes*, *MIT Technology Review*, and others, as well as newspapers such as the *New York Times* and *Wall Street Journal*. They also have radio programs such as National Public Radio's *Morning Edition*, *All Things Considered*, *Science Friday*, and others. We have found www.audio.com's book offerings to be excellent quality and much less expensive than typical audio books on tape or CD — \$10 to \$20 U.S. for those we've purchased. The only negative is that their total catalog is smaller than available in the traditional formats, currently about 4,500 book titles. Due to the production costs, the catalog is obviously slanted towards what is popular.

Any free audio available on the web is another source of listening pleasure. We like NPR, the BBC, or here in Australia, ABC National Radio. ABC has an excellent program called *Background Briefing* comprised of 50-minute investigative/analytical reports.

Any audio book you already own can be transferred — the easiest are CD-ROM books because iTunes will automatically load any CD inserted into a Mac into your music/audio library — and thence will automatically update your iPod when the Firewire cable is connected.

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LETTERS

In summary, any audio source that can be converted to MP3 can be added to your listening library — e.g., airwaves-radio. We have focused upon Internet radio simply because it's difficult for us to pick up scheduled broadcasts *and* have the attention span available to set up a recording. So we are basically time-shifting as one would do with a VCR for television segments. When we stop somewhere that offers an Internet connection for a laptop, we grab some more spoken-word audio in the background while doing email and web research.

An iPod and a Mac offer the most painless way to do this, but the iPod also works with Wintel computers. (Audible.com says support for iPod/Wintel is "coming soon"). There are also several other MP3-capable devices that support audible.com, including the Audible Otis, which is free with a one-year subscription, or costs US\$119 just to buy the player. See their website for details. The Audible Otis holds about 17 hours of content — enough for about two books, so its storage is 75 times smaller than the smallest iPod.

Any of these MP3 devices can be interfaced to an automobile radio for those who don't care to use headphones. Interface examples: via an unused FM frequency, or a gizmo that inserts into a tape player. For the iPod, see: <http://store.apple.com>.

Lastly, 'for free' you get another benefit — a portable music library! On *Adagio* we have loaded our entire CD-ROM music collection into iTunes. Besides giving us access to everything no matter where we are, iTunes magnifies the utility of your library by making it so easy to discover music you have forgotten you have, and to customize play lists for particular listening desires. For example, when off-watch, we'll often put the headphones on to listen to pre-sleep music (which really helps when *Adagio* is moving fast, when there may be wave/sail/sheet/winch noises that make it difficult to sleep).

Steve & Dorothy Darden
Adagio, Morrelli & Melvin 52 Catamaran
Hobart, Tasmania

Steve and Dorothy — Excellent report, thanks for sharing that information.

↑↓GOD BLESS THE CRUISING COMMUNITY

There is a community of cruisers, and it is truly a community in that there are no elected leaders, no written rules, and no political or geographical boundaries. It's a cohesive group that stands ready to come to the aid of anyone in need while maintaining their own rugged individualism. We've seen this concern for others in action in the earthquake relief efforts of cruisers in El Salvador, in their response to hurricane Kenna's direct hit on San Blas, Mexico, in the cruisers' support for the Indian school in Zihuatanejo — and many other cases.

Mike and I recently became beneficiaries of the kindness and generosity of the cruising community late last December while in Zihuatanejo, when I was diagnosed with metastatic breast cancer. This was like a rogue wave overwhelming us. I am just one year shy of eligibility for Medicare and we, like so many other retired people, are on a limited cruising budget. The cruising community came to our rescue both financially and with prayers and emotional support. I was able to consult with an oncologist in Acapulco, and receive one treatment of chemotherapy immediately.

Through the assistance of Rick of Rick's Bar and our friends on *Saucy Lady*, *Avalon* and *Siesta*, and together with countless other members of the cruising community from Califor-

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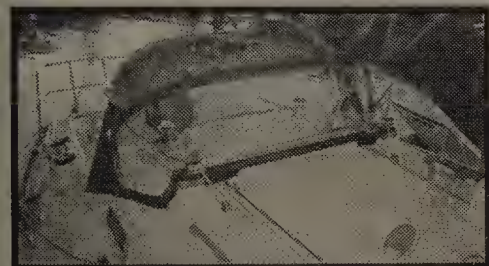
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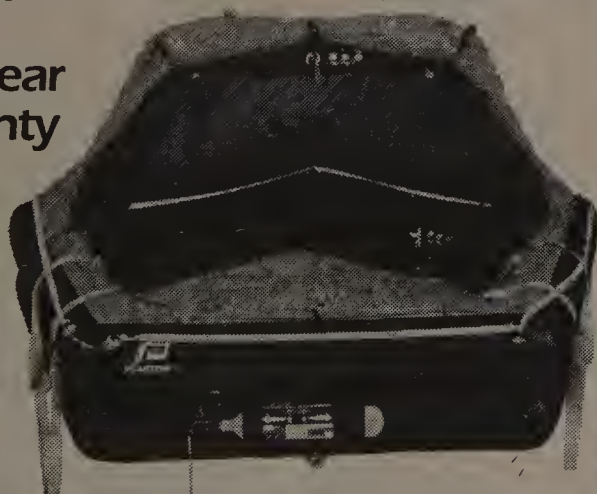


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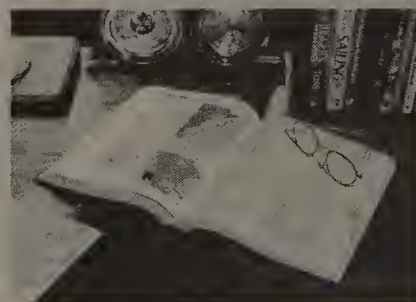
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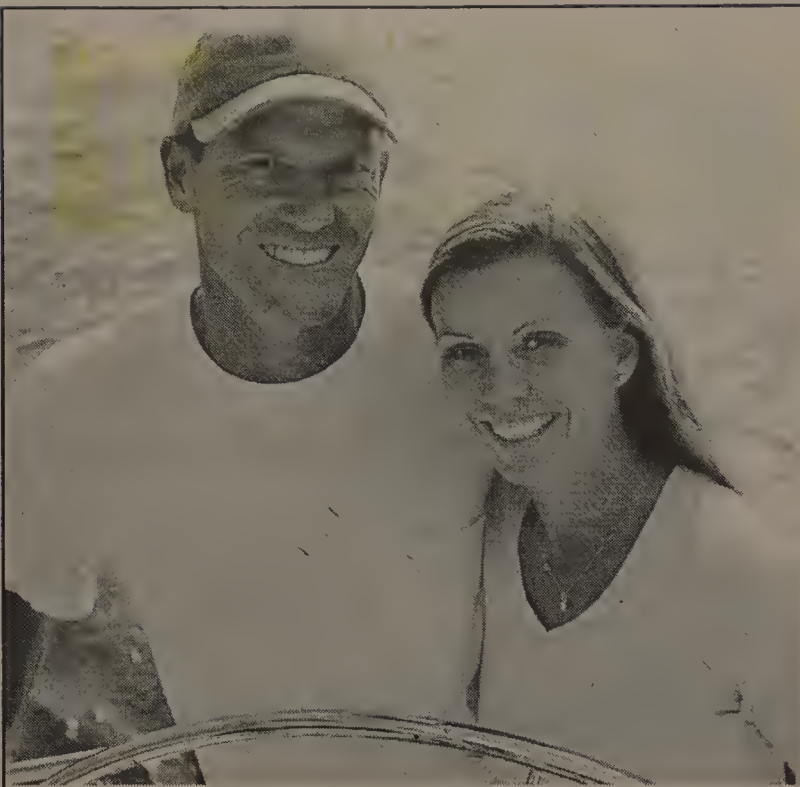
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LETTERS

nia to Panama and beyond, I was able to fly back to my son's place in California where I am now under treatment for this terrible disease. The prognosis is excellent. My doctors believe we caught this reoccurrence early enough that my chances are better than ever of getting it under control. The prayers of all these good people have helped. They came to our aid without hesitation, including helping Mike bring the boat from Zihuatanejo to Nuevo Vallarta.

To the generous and kindhearted people of the cruising community, I send my heartfelt thanks. We may all be people who seek to sail the ocean with only the stars and wind for company, but we are never truly alone as help is always near. God bless these good folks.

Anne Kelty

Michaelanne, Whitby 42

San Francisco / Nuevo Vallarta / Currently Ashore In
Bishop, CA

*Anne — On behalf of all the cruisers, you're welcome. We're all pulling for you!

↑↓CHECK YOUR BILGE . . . AND YOUR PROSTATE

I have enjoyed reading *Latitude* over a number of years, and find a few mariner 'pearls of wisdom' in each and every issue. The reading has made me a better skipper, so many thanks. When my wife and I traveled to Opuia, New Zealand, a current copy of *Latitude* served as our ticket to their Christmas party at a yacht club where we met terrific people.

The purpose of my letter has to do with helping sailors have many more happy days behind the wheel or grasping the tiller on a beam reach. We all know about pride of ownership for our boats and how important it is to keep up with the zincs around the prop, zincs at the heat exchanger, do routine oil changes, clean and clean and clean the boat, check lifelines, and so forth. I keep a logbook documenting service like every good boat owner should.

Something recently cropped up in my life that had, and may yet have, the potential of altering the number of happy days I have behind the wheel of *Dazzler*, our Catalina 34 that we named after the boat in Jack London's *Cruise of the Dazzler*. I was diagnosed with prostate cancer at a very early stage. The irony of this is that I am trained as a pathologist — the person who looks at the slides — and I am a specialist in cancer biology and tumor immunology. I had been having routine PSA examinations done over the past several years, and noted a slight increase in the values. Since I knew that I have a 20% risk of having cancer, I went in for the 'educated feel' by a urologist, and then had biopsies. What do you know, I had cancer in one of the 10 biopsies. I, of course, had to look at the slides for myself and confirmed the diagnosis. I evaluated the basic forms of prostate cancer treatment and I am currently being treated.

We were sitting at the bar at the Seal Beach YC when the topic of 'my news' came up. One fellow on one side of me said, "Oh, I had prostate cancer," and the fellow on the other side said, "Me, too." Yes, it is a common disease being diagnosed in more than 200,000+ patients per year in the United States. Approximately 31,500 died of it in 2001.

The question that I asked myself was, 'How can I help to spread the word to those I care about most — fellow pirates and their wenches — about the need for men to take more 'pride of ownership' for their health and get screened for prostate cancer?' I immediately thought of *Latitude*. So here it is mates:

All cancers are not equal. There are small C's, middle C's

STEAM CLEAN YOUR BILGE?

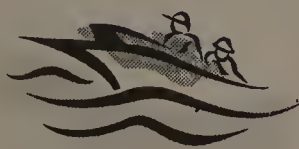


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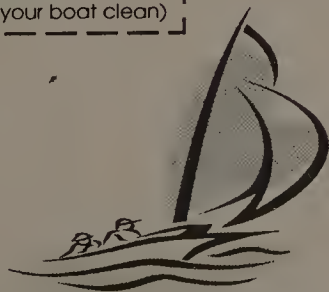
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LETTERS

and big C's. Examples would be basal cell skin cancers, prostate cancer, and lung cancer, respectively. *Most cancers are treatable and many can be cured. Your body has very poor early warning systems — not unlike the bilge on your boat.*

What can you do? First, don't smoke. Tobacco and its by-products contribute to greater than 50% of all cancers. For cancer screening, it is very clear. Know the signs of skin cancer. After the age of 55, be screened for colon cancer by a gastroenterologist. After the age of 50, have yearly PSA evaluations performed. If your values are elevated, and if there is an increase, see a urologist and have the biopsies. If you are diagnosed with prostate cancer, choose a treatment that works for you. *It is important to detect any cancer at an early stage before it has spread, and this is especially true for prostate cancer.*

While you are creating your 'personal health care logbook', you should go ahead and have your blood pressure and lipids — cholesterol and the sub-fractions — checked. I would hate to have you cured of prostate cancer and then have you die of a stroke from high blood pressure. If you follow my suggestions it is highly likely that you will have more days to enjoy your boat as well as your sailing mates. Isn't that what we sailors want to do?

Over and out, as I have to go back to cleaning the boat and checking the bilge.

H. Terry Wepsic, M.D.
Huntington Beach

H. Terry — We don't have to be a medical professional to know that you're giving an excellent prescription. And we're pleased that you decided to pass along the information in Latitude. Maybe at next year's Crew List Parties we'll have liferaft demos . . . and prostate exams!

↑↓MAKING FRESH WATER IN A PRESSURE COOKER

In the March issue, Mary Ann Reseigh asked how to make fresh water by heating saltwater in a pressure cooker. Here's one way:

Fill the pressure cooker with seawater, close it up and put it on the stove. Remove the counter weight. Connect a length of tubing — I used clear plastic hose — to the nipple on top of the pressure cooker. If you pick the right diameter of tubing, you can simply push it on. Then run the open end of the tubing into some sort of condenser. I used a one gallon water bottle, about half full with fresh water.

The steam will come out the tubing, and bubble into the cold fresh water in the bottle. Because it's cool, it will condense. If the water is cool enough, it will work quite well. Not efficiently, but well. I made a quart or so in a half hour.

To be more effective, I should have snaked the steam hose directly into the ship's water tanks, as this would have ensured that the condensation took place. With my method, once the condenser heated up, there was a bit of steam that escaped.

Of course, I suspect that you would only be getting about a couple of gallons of water per gallon of propane using this method, but in an emergency it could be worth it. Me, I only did it to see if it worked.

Chris McKesson
Sundance
San Diego

Chris — Based on your clear explanation, we suppose that the watermaker companies need not worry that technology has leap-frogged them.



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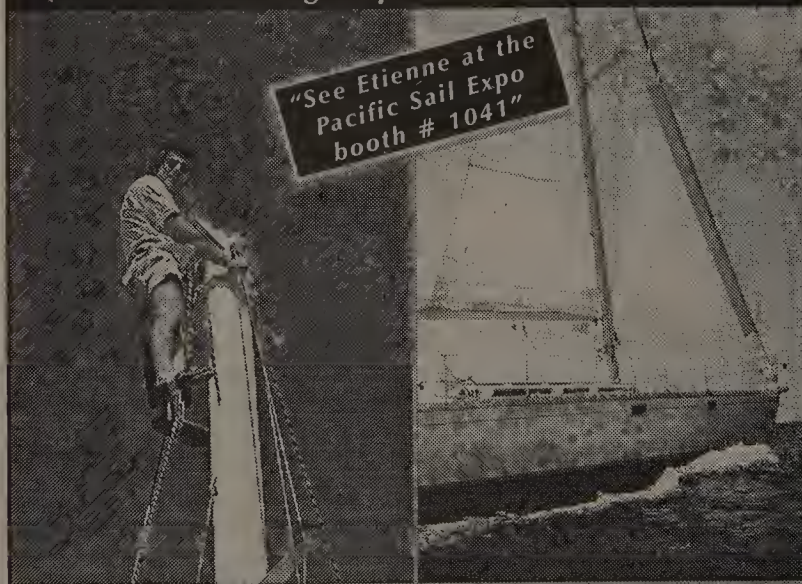
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⇅ 'SHOPLIFTING' AT WEST MARINE

We came very close to 'shoplifting' the current issue of *Latitude* while shopping at the West Marine store in Shilshole, Washington. As we were leaving, I was informed that I hadn't paid for my *Latitude*. I thought the cashier was joking, only to find out he was quite serious. He was a bit ashamed to be charging a buck for your great magazine, but serious. I thought you might be amused.

My husband Mike and I recently purchased our Hallberg-Rassy 42 in Seattle, and have been outfitting her to do a little cruising here in the Puget Sound before bringing her south to Alameda in May. We're enjoying the chilly Pacific Northwest — lots of long underwear and fleece instead of bikinis — and plan to head north through the San Juan Islands towards Victoria and Sidney, British Columbia next week.

Tracy & Mike Day
Morning Star, Hallberg-Rassy 42
Morro Bay / Currently in Seattle

Tracy — *Latitude* 38 is distributed free within the state of California because, generally-speaking, the readers are close enough to patronize the advertisers. But that isn't as much the case in the Pacific Northwest, Mexico, the East and Gulf Coasts, the Caribbean, and French Polynesia, where literally tens of thousands of sailors would be delighted to get free copies of *Latitude*. We still ship *Latitude* to those places, but only to selected locations, and only where the distributors agree to pick up the freight charges and pass them on to customers. Since each copy of *Latitude* weighs about a pound, the freight charges are considerable. In those out-of-state locations, sailors get to make the choice of whether or not a copy of *Latitude* is, to them, worth half the price of a single cup of fancy coffee. Given the amount of information and fun we like to think we cram into each issue, if it's not worth it to them, they're not the kind of reader we want to target.

By the way, we love the photo of your new boat. Not wanting to run it small in Letters, we've moved it to the Cruise Notes section at the end of Changes.

⇅ SHARED ANNIVERSARY

Happy 26th anniversary to *Latitude*! It's nice to know that we have an anniversary in common. In 1977, we 'sailed away' from the mainland. Twenty-six years later, the adventure and romance continue. Thanks for a great publication.

Pat & Jan
Waioli
Away from the Mainland

Pat and Jan — Happy anniversary to you also. We're happy to say that we still feel the romance and have an adventure each day we come to work — which is every day when we're in town.

⇅ LEFT HIGH AND DRY

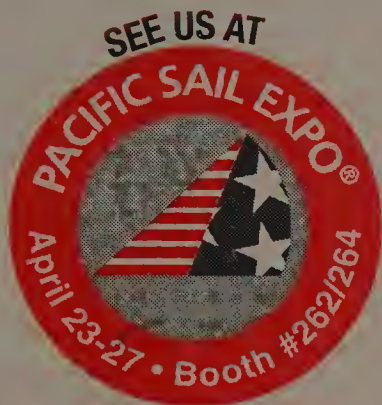
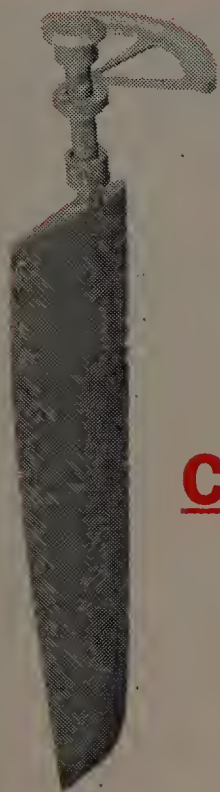
I'd like to know if mariners are required to stand by other mariners who need help. Here's my story:

I completely refit *Makai*, my 1960 Pearson Triton 28 in Alameda. She's in mint condition with over \$100,000 in her. I did all the work myself, so I'm pretty knowledgeable about her. I recently buddyboated down the Baja coast with a couple of folks from Northern California aboard a big ketch.

The sail down the coast started out nice enough, but then a storm hit hard and fast, with no time to drop the sails. We figured it was blowing 45+ with gusts. The course, swell, and wind were all in different directions. I had waves coming over

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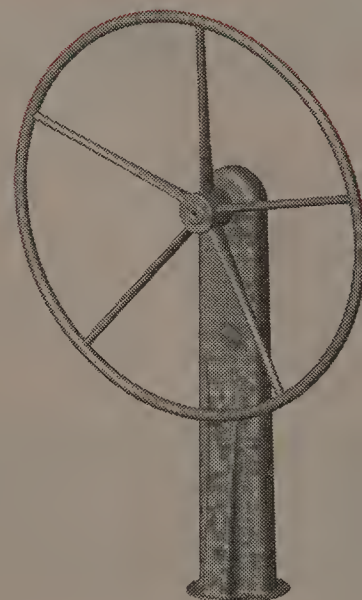
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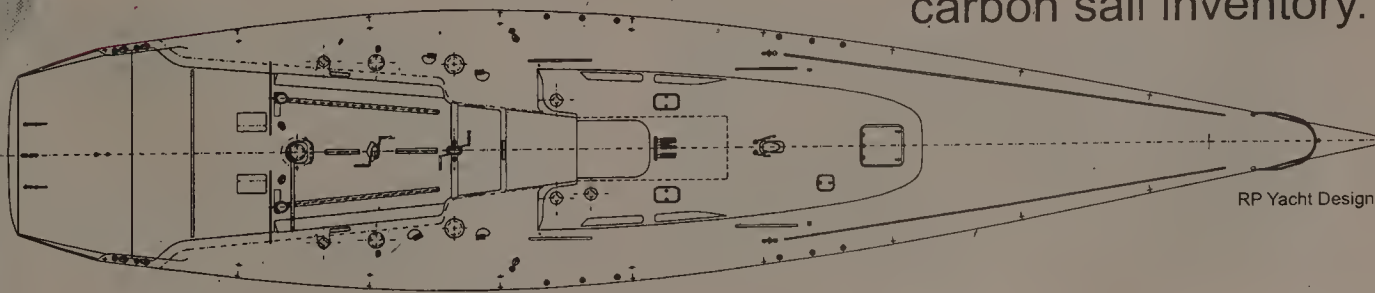


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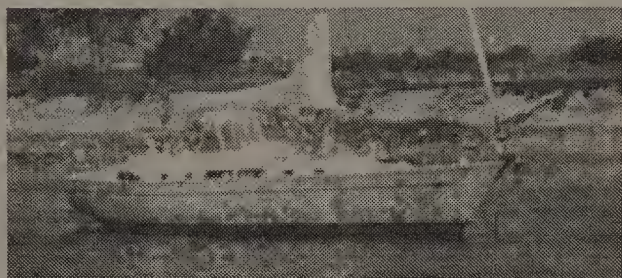
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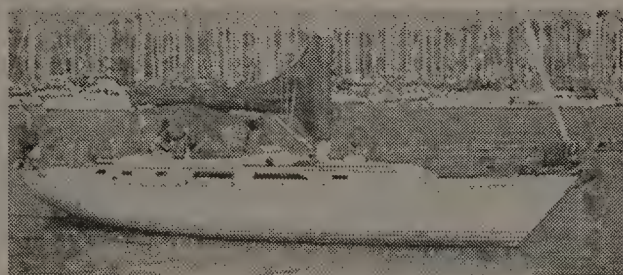
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LETTERS

the dodger, and water from the swell crests crashed into the cockpit. I babysat the tiller for about 16 hours. When I tried to leave the helm for a bathroom break, the boat turned beam to the swell and almost broached several times. The pounding knocked loose my wiring to the engine and I lost all my battery power. The separate battery banks actually weren't separated — thanks to an Alameda electrician who did a lot of things wrong.

Of course, it went from chaos to a dead calm the next day. I sat motionless after the engine died. It seems that I was in the same location as the cruise ships heading to Cabo as they passed very close to me. I knew that sometime soon the other boat would be sailing in behind me. I intended to flag him down to report that I didn't have any power.

Well, it got worse. I was carrying canned and freeze-dried food. First, my can-opener broke. I was also a little low on water as I had given my emergency rations to my buddyboating friends back in Bahia Santa Maria after the 120 gallons in their water tank had siphoned out somehow. I kept enough water to get me to Cabo.

The other boat passed me without a word. I thought it strange as I could see someone sitting at the helm steering. I shot off several flares, blasted my horn, screamed, whistled, and jumped up and down on deck to get their attention. They never saw me!

As the wind had died, they started going in circles to drop their sails. By accident, they saw my boat and headed back towards me. I explained that I'd had no sleep, no food, no water, no radio, no engine, and no lights. I had ordered a handheld VHF back in Catalina, but it arrived defective.

We had set up two times each day for radio checks, but they never did a radio check. When I asked why, they said they were busy.

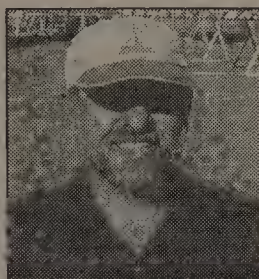
Since it was a dead calm and it was sunset, I asked for a tow. We were about 30 miles from Cabo Falso. They said they couldn't tow me because it was too far. They said I had to sail to Cabo. I explained that if the dead calm lasted beyond that night, I needed them to come back for me the next morning or send help to get me the next morning. I asked him to please check on me the next morning as I didn't know how many days I could go without food, water, nav lights, and sleep.

So I spent that night drifting towards land, staying awake yet another night. At about 0400, a cruise ship started bearing down too close to me, so I flashed my flashlight into its windows as flashing on my sails didn't help. Yes, I have a radar reflector. The ship flashed a white light and then changed course.

The next day I realized that I had drifted close to land. I waited for the ketch or other help to show up. Meanwhile, many fishing boats headed out for the day. I flagged a couple of boats — they waved back and continued on. I made a sign that read 'HELP', but it was too small for anyone to read.

I drifted all day in the hot sun, as there was no wind to move the boat. I finally realized that nobody was coming for me, so I used my kayak paddle — the longest paddle aboard — and rowed the boat into Cabo. Once I rounded the Friars, my slow rowing held up the departure of two cruise ships. Then a guy arrived in a panga to tow me into the harbor, saying he was responding to a call about a 'mariner in distress'. I guess you could say that was me. However, since I had made it there, I was determined to make it into the anchorage myself. It took several more hours to get the anchor set, so it was much after dark. There was much hoopla in the harbor — 'what an active place', I thought to myself. It turns out that I had arrived on New Year's Eve.

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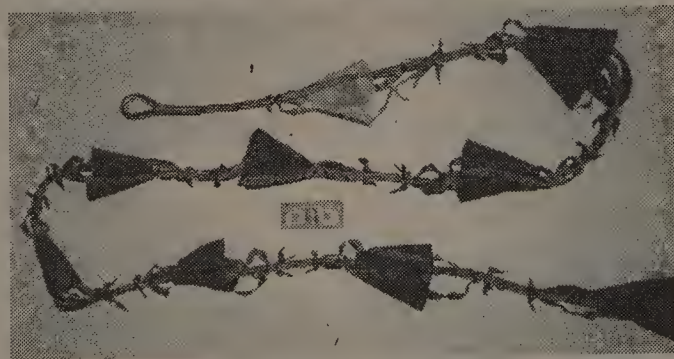
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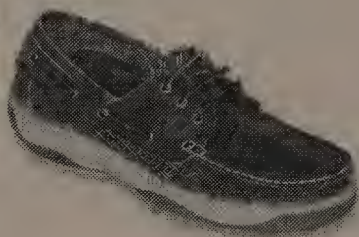
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LETTERS

When I arrived in Cabo, I learned that some other boats had been in the same storm as I. At least one of them had lost their electrical system as well. I also learned that my 'friends' in the ketch had issued a mayday around midnight, for after they passed me their steering cable had snapped. They knew before leaving Bahia Santa Maria that two of the five strands on their steering cable had already parted.

I collapsed on deck from lack of sleep, lack of food, and lack of water. My hands were black, red, and very swollen. Several people said I looked shell-shocked.

The people of Cabo have been most gracious to me helping me to recover from my ordeal. When I asked the guy on the ketch why he never came back for me or sent help, he replied that he couldn't tow me because his steering cable had parted and the boat wouldn't have handled towing my boat. He never did explain why he never sent help for me.

My questions are these: Isn't a mariner required to stand by to assist another boat when she's in distress? And shouldn't the ketch have put out a pan pan call rather than a mayday?

Patrice Scofield
Makai, Triton 28
Cabo San Lucas

Patrice — Yours is a very difficult letter to respond to. On the one hand, our natural inclination is to be very sympathetic. On the other hand — and try not to take this too personally — taken collectively, your claims sort of don't ring true. They also make it sound as if you're not quite ready to make offshore passages alone.

Here are some of the things you said that would give any experienced mariner reason to pause: 1) You have \$100,000 in a 43-year-old 28-ft fiberglass boat — despite having done all the work yourself. Unless the keel was recast in gold, this claim screams out for some kind of explanation. 2) A sudden storm with more than 45 knots along the Baja coast? Possibly, but not very likely. In any event, if that had been the case, it sure as heck wouldn't have been calm the next morning. 3) A storm that hit so fast there wasn't time to take the sails down? Possibly, but again not very likely. 4) You drove in storm conditions with all sail up for 16 hours? In addition to it being hard to believe that you could do it for so long, or that something wouldn't have broken, what prevented you from heading into the wind, clawing the sails down, and letting the boat take care of herself? 5) Despite claiming to really know your boat, you were unaware that your two battery banks operated as one. 6) Is there some reason you didn't reattach the battery or other wires to the engine when it calmed down the next morning? 7) The handheld VHF you got in Catalina came defective from the manufacturer. Once again, that's certainly possible, but doesn't happen very often. In any event, why didn't you replace it before leaving San Diego? 8) Perhaps the most disturbing statement is that your can-opener broke. If you were intending to suggest that this in some way presented an obstacle to your getting at your canned food, you're not going to get much sympathy. Maybe you need a weekend course in survival training. 9) You infer that despite having no food or water, you rather quickly rowed your relatively heavy boat the last 30 miles to Cabo Falso and then around the Friars and into the anchorage. With a kayak paddle. With all due respect, you were either delirious and just thought you paddled your boat that far, or you made it up. Either way, it tends to cast suspicion on the veracity of your other claims — including the one that other mariners refused to help you. It might well be true, but given your other statements, and our inability to contact the other two for their side of the story, we've deleted

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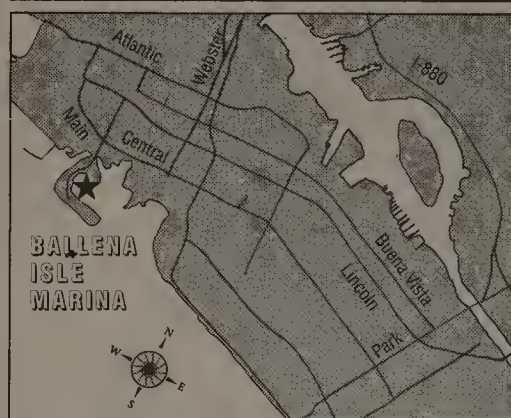
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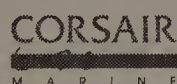
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LETTERS

their names.

Does a boat have to stand by if another boat is in distress? Yes, as long as it doesn't put them in jeopardy also. Although there might be some gray area about what constitutes 'distress'.

If we came across a becalmed sailboat with only engine problems 30 miles from Cabo, we wouldn't feel any obligation to take the boat in tow. However, if the sea surface was calm we probably would, especially — and we know this is really sexist — if it were a woman singlehander. Once the wind came up, however, we'd certainly expect the other boat to sail the rest of the way because that's what we'd sure want to do. Naturally, we'd have provided any food, water, and fuel necessary to make it to port, as well as a working VHF radio. (By the way, because of the hill to the north of Cabo, a VHF would only reach boats north of Falso, not in Cabo itself.)

If, however, we came across a boat 30 miles from Cabo whose skipper or combined crew was mentally or physically incapacitated — as it seems you may have been — we would take the person(s) aboard and get them to medical attention in Cabo as quickly as possible. Depending on the sea conditions and how much crew we had, we'd either take their boat in tow or leave one of our crew to sail the boat to Cabo.

If the boat was 30 miles from Cabo and had lost the rudder or mast, we'd take her in tow as long as conditions permitted. If conditions were too rough, we'd go over the options with the skipper. In any event, we would not leave them stranded.

As for the other boat you refer to, if the wire broke on their steering quadrant and the skipper and crew were not in immediate physical danger, a mayday was certainly not called for. Since it's such a freeway of boats just north of Cabo, we wouldn't even bother with a pan pan, we'd just get on a working channel and arrange for a tow. Actually, the first thing we'd do is put in the emergency tiller and resume our course without the need for any outside assistance.

While mariners are obligated to come to the assistance of those in distress, all mariners are also obligated to take all reasonable steps to make sure they aren't going to end up in a distress situation. We admire your courage in singlehanded down the Baja coast, but based on what you've told us, we think it's our obligation to tell you that you're not quite ready for it. For your own health and well being — and future enjoyment of offshore sailing — we strongly suggest you don't go offshore for awhile without at least one experienced crew. We also suggest picking up a copy of Lin and Larry Pardey's *Self-Sufficient Cruiser* while you recuperate.

WHO HELPED WHOM

As you know, we participated in the No Comprende — motoryacht — division of last year's Ha-Ha and had a wonderful time! I highly recommend the event for anyone working their way south from San Diego, as it's great to travel with a group of boats, meeting and getting to know the crews at each stop. When the event is over, you keep seeing folks along the way, and it makes for great fun.

The reason I'm writing is to set the record straight regarding the vessel that came to Mike Campbell's aid when his Lancer 30 *Geronimo* lost her rudder near Cape Colnett during the Ha-Ha. She was the 68-ft trawler *Kirawan*, not a 50-ft motorsailer as was reported in the February issue. Owners Lee and Kitrina Higbee of Anchorage had left Alaska in August and so far have cruised as far south as Manzanillo. They are currently in Mazatlan preparing to make the run back to Alaska — with only one or two stops along the way. Lee and Kitrina are both extremely competent offshore cruisers, and

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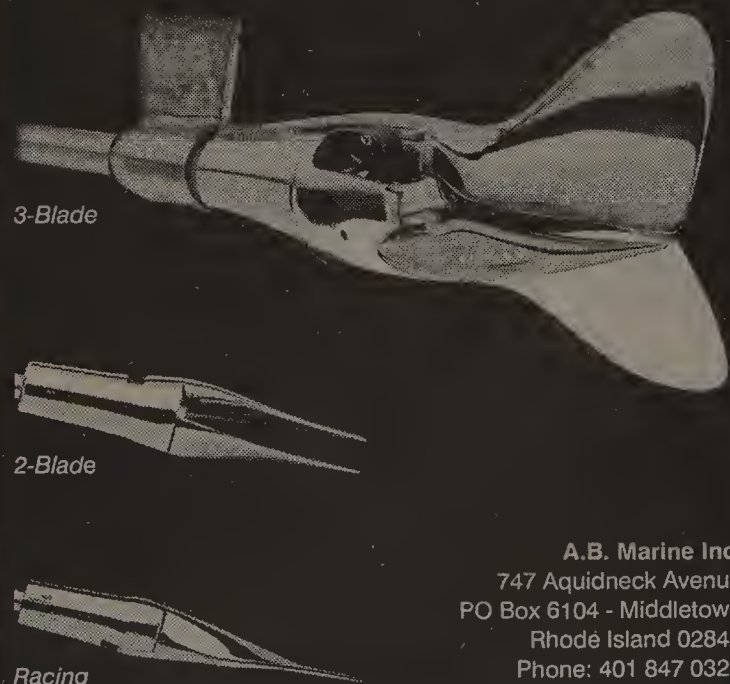
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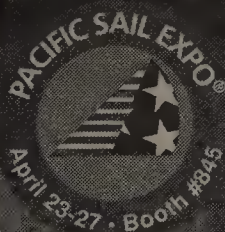
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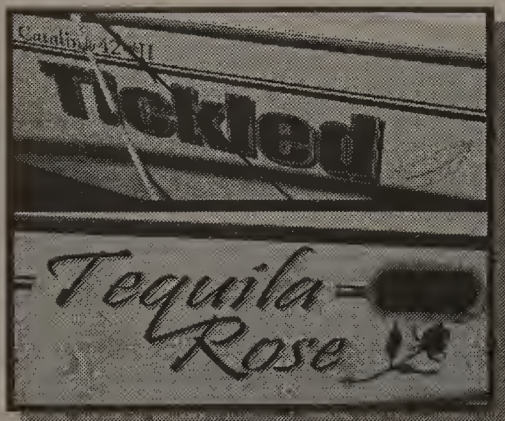


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LETTERS

routinely operate *Kirawan* well offshore with only the help of Sis, their cat.

Since Lee and Kitrina immediately came to *Geronimo's* aid, putting their vessel in harm's way, I felt credit should be given where it was due. And unassuming Lee and Kitrina would never have done it themselves.

Capt. Mike Schachter
Sobre El Mar, 55-ft DeFever Offshore Cruiser
Mazatlan / Long Beach

Capt. Mike — Thanks for setting the record straight — and for the kind words about the Ha-Ha.

↑↓COMMERCIALIZATION OF RECIPROCAL PRIVILEGES

I started sailing at age five in 1961, at a club that was founded in 1894, and where racing was and remains a passion. We have now owned a keel boat on the San Francisco Bay for 10 years. It has been our experience — with very few exceptions — that members of one Pacific Inter-Club Yachting Association PICYA yacht club would be given reciprocal berthing privileges at another member club for a night or two. For 100 or more years this was done in the name of promoting boating, and was one of the absolutes that you could count on.

There is now something afoot that should greatly concern every member of every club that is part of PICYA, for it seems that the current stewards of some of these clubs are now throwing out the reciprocal berthing tradition in the name of raising a little extra revenue. These clubs are starting to charge berthing fees for the first night — fees that sometimes are in excess of those charged at municipal marinas! These well-funded clubs certainly will not gain from this practice, as in the long run this will discourage boating and people coming to their club at all. And it will almost certainly end up creating a retaliatory list at other yacht clubs.

This month our club had almost half of the scheduled boats cancel a cruise to another member club after being notified that the other would levy charges for a first night's stay. Our club — which for many years has supported one of the largest two-day races on the Bay, the Vallejo Race YRA Opener — has never treated the members of any other club this way. We're quite sure that when the news of this club's actions reaches members of other PICYA clubs, most members will react quite negatively.

The front office of these clubs may see a few extra bucks by making this new charge, but the boater is being fleeced. Imagine going from having getting the first night free at a yacht club and the second night for \$20, to suddenly being charged \$1/ft per night for both nights. Now that's inflation!

We would encourage all members of clubs that affiliate with PICYA to get in touch with their leadership and stop this practice before it gets totally out of hand.

Todd & Agatha Mehserle
Vallejo YC
Napa

Todd and Agatha — We're not sure if there can be a happy solution to this problem, but we think a start would be for you to take a more realistic look at the nature of it. On the surface, the concept of swapping X for X might sound simple and equitable, no matter if X is a car, a house, or berthing privileges. Where the problem arises is that not all cars, houses, and berthing privileges are necessarily anywhere near equal in value. For example, if you had a brand new Ferrari, would you feel good about swapping it for a week with a guy who

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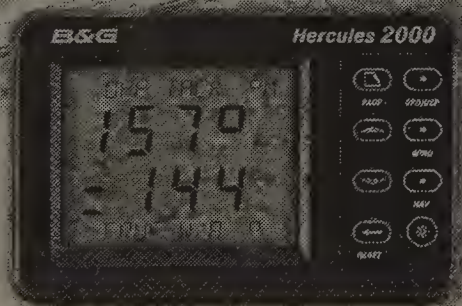
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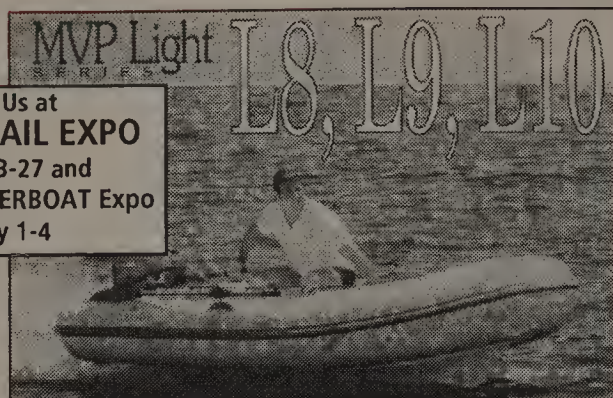
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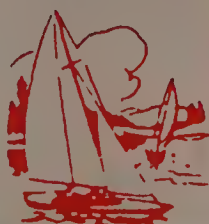
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LETTERS

had a broken down Yugo? Or if you had a \$5 million house in Manhattan, would you feel good about swapping it for a week with a guy who had a crummy bungalow in Selma, Alabama? Probably not. Therefore we assume you can understand why some of the more expensive, opulent, and fortuitously situated yacht clubs — whose berths are naturally in great demand — might not want to reciprocate equally with a hypothetical Rinky-Dink 20-ft Runabouts R Us YC of the distant Delta, whose facilities are too distant and too shabby for any mariner to visit.

With a better understanding of the problem, perhaps the officers of the various yacht clubs, with guidance from the PICYA, can come up with some kind of better solution.

Just to lay our cards on the table, we are members of the St. Barth YC, and honorary members of the Long Beach YC. In an effort to stay neutral, we don't belong to any Northern California yacht club.

↑↓WHAT SHOULD I DO WITH OLD FLARES?

Over the years, I have started to acquire a collection of outdated flares, including ones that are fired in the air. How should we dispose of them? Is there a way to legally set them off, such as a demo sanctioned by the Coast Guard?

Gary Scheier
Serenisea
San Rafael

Gary — A few years ago, Capt. Larry Hall, Commander of Coast Guard Group San Francisco, would come to the Latitude 38 Crew List Parties at the Corinthian YC in Tiburon and at the Encinal YC in Alameda, and supervise the firing of flares, aerial and otherwise. At times it was wild. One year there was so much smoke from flares that the Tiburon Fire Department showed up three times to investigate and the St. Francis



YC called to see if the Corinthian were burning down. Another time the Encinal half-filled with orange smoke.

Alas, the Coast Guard has other priorities in this post 9/11 era, so we can't do that anymore.

Party participants had a blast firing off flares.

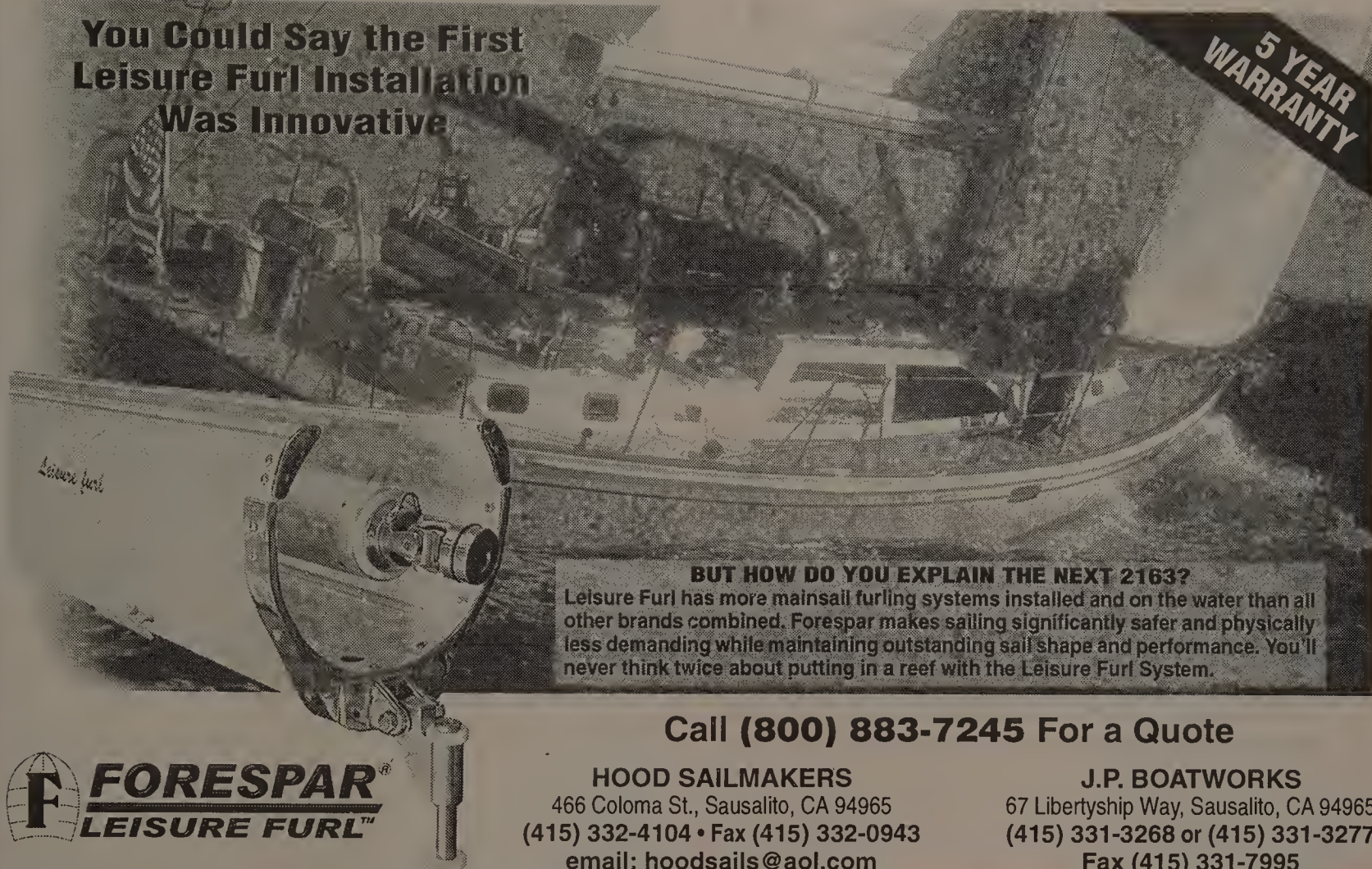
Now we get rid of our dated flares by firing them off at the opening parade of the Banderas Bay Regatta. As to what you should do with yours, the Coast Guard does not accept expired flares, however, most toxic waste disposal sites do (check your county phone listings). Another idea, offered by a West Marine staffer, is to keep expired flares aboard as a backup to your currently-valid flares. In our experience, expired flares often function perfectly, long after they are legally out of date.

↑↓RED OVER GREEN USED WITH DECK LIGHTS

My copy of Chapman's does give the specifics of the 'red over green' masthead lights. But you have to read very carefully! If you look at the color pictures of the various lighting setups, you may notice these pictures have numbers and or letters. These refer to explanations on a following page. Specifically, note 'C' says that the picture applies to sailing vessels under 20 meters in length. Then, over to the right, "optional — two all-round lights at or near the top of the mast,

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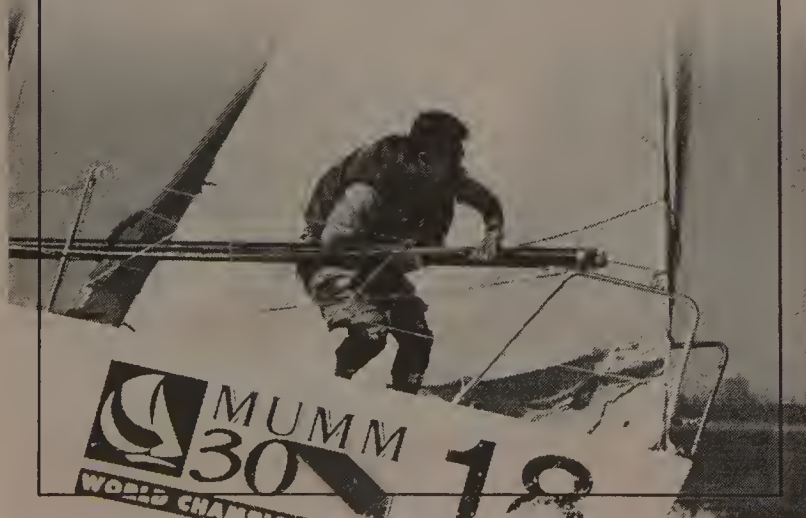


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LETTERS

red over green, separated at least 1 m, vis. 2 mi." I got the information that these lights can be used in conjunction with the deck level lights from somebody studying for his USCG license.

Also, Perko makes two fixtures, the 200SGB DP1 (green) and the 200SRB DP1 (red), that when used with the 222 DP (pipe mounting bracket), allows one to make their own 'mast-head visibility enhancer'.

Eric Thompson
Procrastinator
South San Francisco

ILLUMINATING THE BUSINESS ON NAVIGATION LIGHTS

In the interest of brevity — since I know space is short in your *Letters* column — I might not have been thorough enough in explaining why a tricolor light and red-over-green lights were prohibited. A sailboat may exhibit three configurations of navigation lights:

1) Deck level lights. 2) A single tricolor light at or near the top of the mast. 3) Two lights, red over green, at or near the top of the mast.

These three configurations are meant to be mutually exclusive, i.e., either you display configuration #1, or #2, or #3. If you try to display two configurations at the same time, you might be displaying some unintended light configuration. The USCG makes one exception. They will permit one to display configuration #1 and #2 at the same time. Why? The lights at deck-level and the tricolor at the top of the mast will probably be separated by 40 feet or so. Given the large separation, they probably won't be confused with some other combination of lights.

By the way, I've seen the combination red over green ('a sailing machine') just once, on a mast that was being repaired, lying horizontal, in San Diego, before the start of last year's Baja-Ha-Ha. The red and green lights were separated by about two feet. I've not seen it on a functioning sailboat.

Leslie D. Waters
Redwood City

Leslie — We've cut your letter off near the beginning because you're wrong about showing both deck level running lights and a masthead tricolor at the same time. It doesn't matter how far apart they are, it's a big no-no. Check out the next letter.

RED OVER GREEN EXPLAINED

To answer your question about the red over green lights for sailboats, perhaps it is best to go direct to the source. *Chapman's* and the *Annapolis Book of Seamanship* are both excellent books, but in regard to the navigation rules, they only summarize the relevant parts of the International Regulations for Prevention of Collisions at Sea (COLREGS).

In this case, Rule 25 spells out the lights a sailboat underway shall ("shall" being mandatory, while "may" is optional) exhibit, which are the side lights and stern lights we are most familiar with. The rule provides that a sailing vessel of less than 20 meters (65.6 ft) may combine those lights — "in one lantern carried at or near the top of the mast. . ." Most of us refer to this as a tricolor. In this case it is an either/or proposition; either you have deck lights or a masthead tricolor.

Section (c) of Rule 25 provides for the "red-over-green, sailing machine" lantern, and states, "A sailing vessel underway may, in addition to the lights prescribed in paragraph (a) of this Rule, exhibit at or near the top of the mast where they best can be seen, two all-round lights in a vertical line, the

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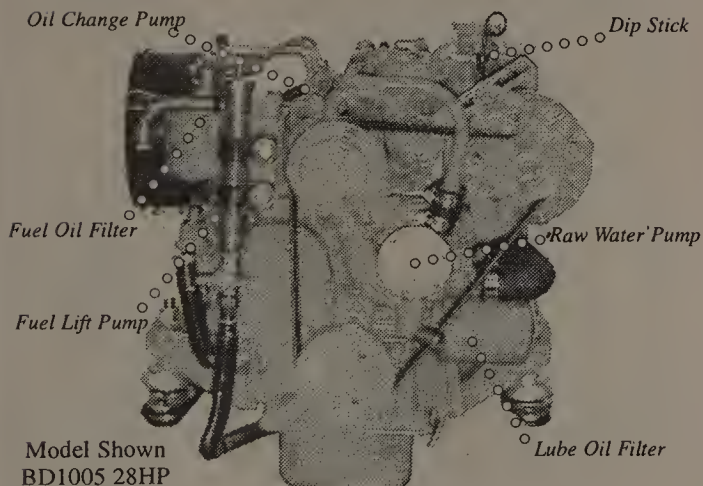


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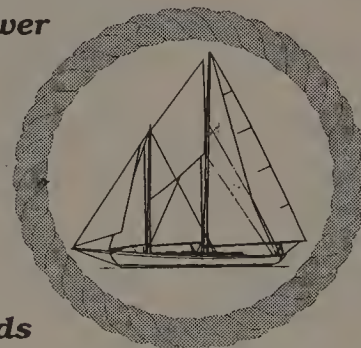
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LETTERS

upper being red and the lower green, but these lights shall not be exhibited in conjunction with the combined lantern permitted by paragraph (b) of this Rule." So the red-over-green masthead light is an optional addition to the standard red and green side lights and white stern light — but not the masthead tricolor.

Since there is nothing else permitted in the Rules that looks similar, I believe that the intent is to further distinguish a sailing vessel as such in much the same way that a fishing vessel or vessel restricted in their ability to maneuver are distinguished by their lights. I don't know why the red-over-green lighting configuration isn't more common, as it seems to be a good idea to make a sailing vessel more visible and to identify it as a sailing vessel to other traffic. This leads to my biggest pet peeve on the water — dim navigation lights!

In my brief time in the navy, on tugs, and as a recreational boater, I have been regularly amazed by the number of recreational boaters out in the dark with barely visible lights. It has always struck me as somewhat suicidal to be out with barely visible lights since the point of having lights is so other boats can see and avoid you! Add to this the guys who are out with lights so old that the red has faded to pink or the green has almost disappeared to white! Dude, you got your money's worth with the old ones, so buy yourself some new lights and make life on the water easier for everyone.

Anyway, the COLREGS spell out in detail the exact color specifications, visibility and positioning specifications in Annex I. Read it carefully if you ever have trouble falling asleep. Much of that really only applies to the manufacturers, as most of us are pretty much stuck with what we can buy and mount on our boats. But Rule 22 concerns the minimum visibility range of lights, and states that for vessels of 12 meters to less than 50 meters in length (39.4 to 164 feet), a masthead light must be visible for five miles (three miles for under 20 meters) while the side and stern lights must be visible for two miles. Vessels under 12 meters need a masthead and stern light that are only visible for two miles.

The minimum visibility requirement provides a reason that the red-over-green mast light might be a good idea. Depending on the size of the boat, a masthead light will be visible at two, three, or five miles, while the side lights are only visible for one or two miles. That makes it more likely that other boats will see you from a greater distance if you have a masthead light — assuming they are keeping a lookout, of course. Since the greater height of a masthead light increases the distance at which it may be seen, that also serves to increase a vessel's visibility.

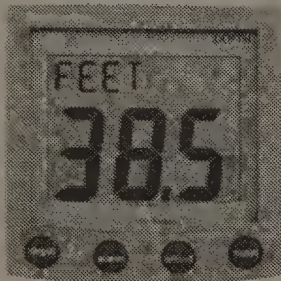
One of the disadvantages of a tricolor light is that since it is at the masthead, it is often less visible the closer one gets to the vessel. Since the red-over-green light must accompany the deck-mounted side and stern lights, that solves this problem. Perhaps other readers will have more input on the relative merits of the different permitted lighting configurations, but I do think that whatever lighting configuration one has on their sailboat, the key is to make sure that the lights are doing their job. Check the connections and the wiring to make sure the lights are as bright as they should be, and make sure that the lights aren't obstructed by any gear on deck. And keep a good lookout yourself.

For what it's worth, I seem to recall that it is required to have a copy of the COLREGS on board any vessel 12 meters and over, but I couldn't find the reference so perhaps I'm mistaken. But regardless of the size of boat, I think every skipper should have a copy of the Navigation Rules in their library. The key parts aren't that difficult to learn, and every-

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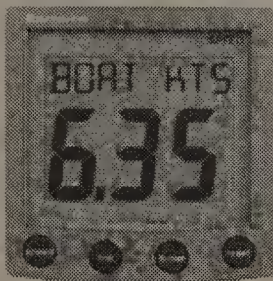
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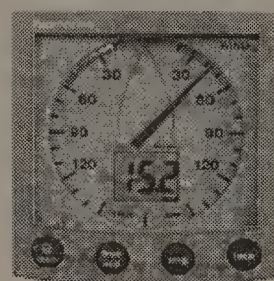
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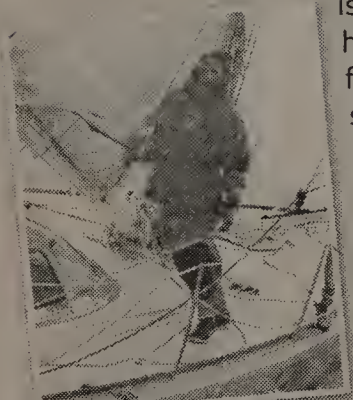
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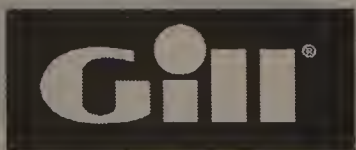
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LETTERS

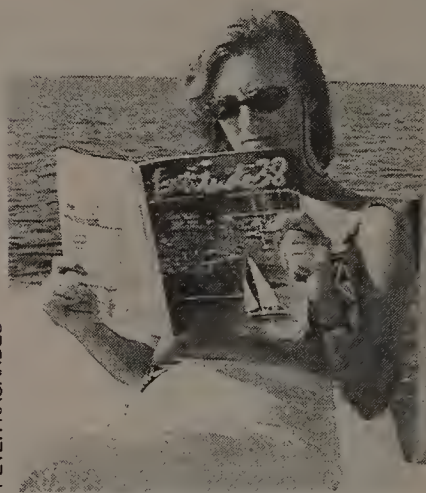
one out after dark should know all the different lighting configurations so they can recognize what other vessels are out on the water, what direction they are going, and who needs to keep clear of whom.

Stephen Orosz
Santa Monica

Stephen — Thank you for the excellent report. One of our pet peeves is a variation on yours. We agree that the lights on many recreational boats are too dim. Once we were 17 stories up on the bridge of a 900+ foot American President Lines container ship as it was about to leave Angel's Gate in Los Angeles in the wee hours of the morning. In the misty and dim gloom ahead, we could barely make out the form of a small sailboat in our path moving across the center of the Gate. It wasn't for another minute or two that we were able to see — and just barely — the little vessel's stern light. It was ridiculous! The other part of this peeve is that some large ships, especially cruise ships, have so many bright lights that it's hard to pick out their navigation lights.

FLOTILLA CHARTERING WORKED FOR US

I wanted to thank you for the recent series of articles about



PETER KACANDES

Holly peruses 'Latitude', in search of ideas for her next charter trip.

flotilla chartering and sailing in Belize. I've been hooked on tropical chartering since I moved to the Bay Area in '97 and started reading about it in *World of Chartering* and *Changes in Latitude*. I'd been wanting to do a trip in Belize for some time, but could never seem to get enough friends together at once. When I heard about the OCSC flotilla trip, I immediately reserved my own boat.

Just as you described in the article, I eventually collected a full crew of six great people for the charter. My girlfriend, who has little sailing experience, was initially skeptical of the trip — and the bit about small Belizean planes crashing into the ocean didn't help. But she eventually had a fantastic time and is looking forward to the next one. We chartered a 38-ft catamaran out of The Moorings' base in Placentia. The accompanying photo is of Holly while sailing from Pelican Bay back to Placentia. She's reading *Latitude* to scout out our destination for our next charter trip.

Peter Kacandes
Menlo Park

We've been swamped with letters for the last several months, so if yours hasn't appeared, don't give up hope. We welcome all letters that are of interest to sailors. Please include your name, your boat's name, hailing port, and, if possible, a way to contact you for clarifications. By far the best way to send letters is to email them to richard@latitude38.com. You can also mail them to 15 Locust, Mill Valley, CA, 94941, or fax them to (415) 383-5816.

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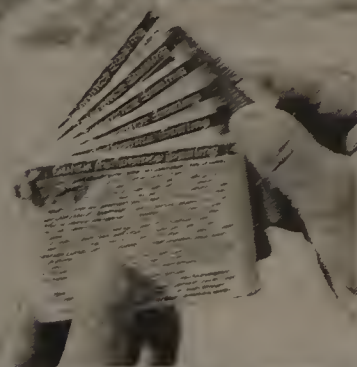
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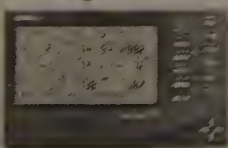
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Better than *Survivor*, *Joe Millionaire* and *The Bachelorette*. Well-known SoCal sailor Mike Priest, who likes to do things in a big way, posted the following unusual item in the Febru-



Kellie and Mike — congratulations!

ary 25th edition of Tom and Craig Leweck's *Scuttlebutt*:

"Over a year ago, a group of us from Team Pendragon in Marina del Rey joined the *Curmudgeon* at the Bitter End Yacht Club for the first annual meeting of the *Scuttlebutt* Sailing Club. Held in conjunction with the Dry Creek Vineyard Pro Am, it was a fantasy sailing week for me!

Luck had it, I was assigned to race with members of the Swedish Women's Match Racing Team. Not only was it a fantasy week, it was a reality week as well.

"With *Buttheads* from around the globe gathering, I was also fortunate to meet Miss Kellie Fennessy, there with a group of her friends from San Francisco. Starting with a competition in a limbo contest (which she won!), we have been together almost continuously. I would like to take this opportunity to thank the *Curmudgeon* for bringing us together and with special permission from the *Curmudgeon*, ask one question:

"Kellie Fennessy, will you marry me?"

All 17,000 *Scuttlebutt* subscribers gasped and held their breath for 24 hours, hoping the best for Mike. In the next morning's *Scuttlebutt*, Kellie replied:

"Yes! I am one lucky girl! I've always admired the quiet, romantic and private side of Mike. And for all those emails and phone calls we received. . . no date yet. . . but it will definitely not be on a regatta weekend (that really narrows it down!)."

How cool is that — the first *Scuttlebutt* marriage! Mike and Kellie have now chosen a mid-October date at a Sonoma County vineyard and are thinking about where to spend their honeymoon. At the top of the list, naturally, is the Bitter End YC for the Pro-Am on November 1-8 — a full circle!

Oil cuts gas?

Belgian scientists have found that adding fish oil to animal food could cut the release of methane by 25 to 40 percent in sheep. Since an estimated 22 percent of the global emissions of methane — a potent greenhouse gas — is released by belching and farting farm animals, the discovery could go far toward averting global warming.

An added benefit: the addition of fish oil could make the meat from the animals healthier to eat. In one study, the animals fed on the fishy diet had higher amounts of omega-3 fatty acids and other polyunsaturated fats that are thought to lower cholesterol.

Worst honeymooners.

Thrifty Car Rental runs an annual contest that awards a trip for two to the couple who can tell the best honeymoon disaster story. Recent entries include May and Kyle, a Virginia husband and wife who were forced to abandon ship in the Caribbean when their cruise liner hit something. The previous night, the onboard comedian's routine included a bunch

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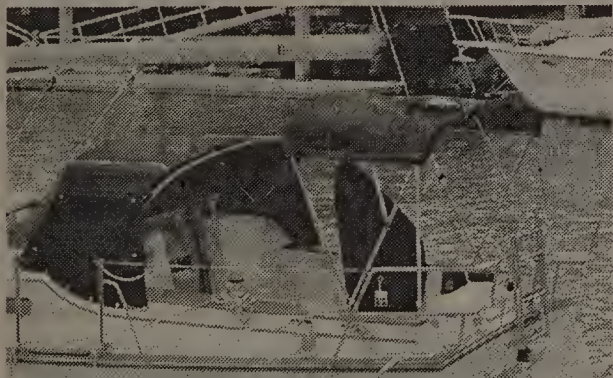
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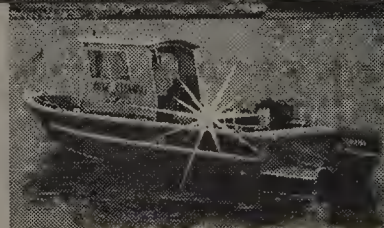


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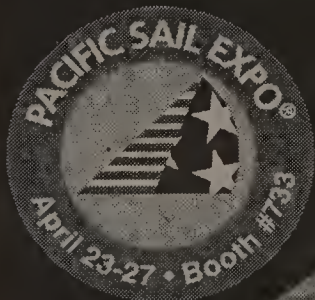
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LOOSE LIPS

of *Titanic* references. Anyway, the lifeboat the couple was in made it to St. Martin, where they were sent to a hotel with a naked man in the lobby. The cruise line had put them up in a nudist colony! When they finally made it home to Virginia, there was another surprise waiting: they weren't even legally married!

Fire and water.

The Sausalito Firefighter's Association needs a fireboat. This fact was forcefully brought home late last summer when a boat that was anchored in Richardson Bay was completely destroyed by fire while SFD firefighters watched helplessly from the dock. So the firemen have decided to try to raise the money for a new boat themselves. If you have a boat in Sausalito, you've probably found one of their flyers in your cockpit. If not, and you want to help, donations can be made to City of Sausalito Fireboat Fund, 333 Johnson St., Sausalito, CA 94965. Call Lt. Bob DeLong at 289-4100 (ext. 623) if you'd like to know more.

For your general information, San Francisco Bay, with all its numerous ports, marinas, oil refineries and other waterfront facilities, has only three fireboats: Oakland's new *SeaWolf*, whose main area of operation is the Estuary, San Francisco's venerable *Phoenix*, which quelled the big Marina fire (and likely saved the City from a conflagration of biblical proportions) after the 1989 earthquake when all the shoreside water mains had broken; and the 88-ft *Guardian*. Both the *Sea Wolf* and *Guardian* were acquired as a direct result of the '89 quake.

Aside from the *Phoenix*'s heroic actions at the '89 quake (local sailors helped run hundreds of feet of firehose from the fireboat, which parked at the San Francisco Marina), local fireboats have not taken part in any major firefights for years. The only time we see most of them is during ceremonial escorts of notable ship arrivals or departures.

Eight bells.

Two 'members of the family' passed on in recently.

Eugene 'Gene' Fox died on February 24 after a prolonged battle with melanoma. He was 75. Gene moved to California 25 years ago to become the research director for a large pharmaceutical company after resigning a tenured full professorship at the University of Chicago. In those days, it was *Dr. Fox*. Three years later, he struck out on his own, establishing a research and marketing consultantship in biotechnology. Four years after that, he decided to look for a less desk-bound pursuit. Since his only other area of expertise was sailing, he became a yacht broker — just like that.

"One day in 1985, I saw an ad in the paper offering a yacht brokerage for sale in Sausalito," he recalled shortly before his death. "I hardly knew anything about small business or yacht brokering, but I bought it anyway. We named it Kensington Yacht and Ship Brokers." To get up to speed, he took business management courses at a local college at night and apprenticed for a year as a salesman in his own brokerage under a veteran broker who began by telling him not to believe everything people told him.

It was quite a change from the sheltered academic life, but grew on him quickly. He went from publishing some 50 scientific papers to opening a second office in the East Bay and enjoying a successful and satisfying 12-year second career helping people buy boats. He was recently asked if his academic background helped him in the yacht brokerage business. "Indeed it did," he answered. "My advertising copy was usually grammatically correct."

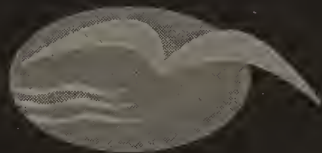
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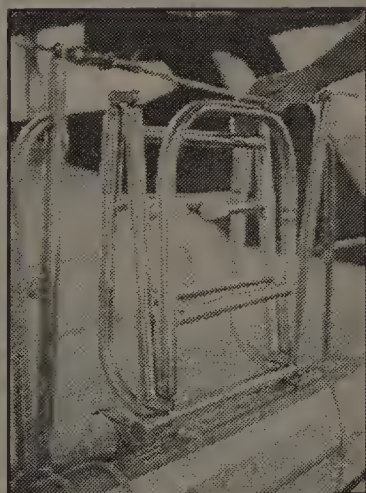


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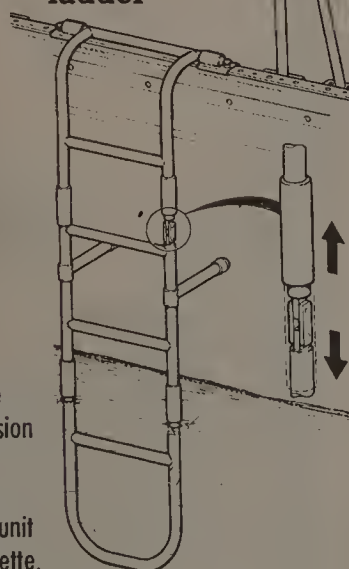
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LOOSE LIPS

Although he might not admit it, part of that success was due to his genuine like of boats and people and his irrepressible sense of humor — even to sailing magazine folks trying to sell him bigger and better ads. We'll miss him.

If it weren't for another yacht broker, **Dick Levine**, who passed away in early March, there might well have been no *Latitude 38*. Richard Spindler, the publisher of this magazine, was a young newspaper writer in the '70s when he and Levine crossed paths and Spindler ended up being hired as a yacht broker. It was a short-lived stint — "I was a terrible salesman," notes our fearless leader — but it did get his foot into the marine industry.

Levine, a very aggressive dealer for Columbia, Islander and other brands, took great pride in the fact that competitors referred to him as 'the Jewish Viking'. In the course of selling lots of boats, he made a lot of friends — and a few enemies. He had to leave the boating business in the early '80s due to financial irregularities with the Bank of America. Levine's life was marked with lots of tragedy, but he still managed to laugh and get others to laugh.

Did you know. . . ?

We talk a lot about sailing records to Hawaii — in fact, there's a feature in this issue where you can find all of them. But can anyone out there venture a guess as to what ship holds the *powered* record? The answer will surprise you: the Navy cruiser *USS Indianapolis*.

The name may ring a bell with fans of the original *Jaws* movie. Remember when Robert Shaw and Richard Dreyfus are on the fishing boat comparing scars and Shaw tells the story of the cruiser that sank during World War II and how the sharks got the crew? His character, Quint the shark hunter, was fictional. But that story was real. And it was about the *Indianapolis*.

The ship's mission was to make a high speed run to Hawaii and then the South Pacific island of Tinian to deliver 'fat man', the atomic bomb that would be dropped on Hiroshima. The bomb was loaded at Hunter's Point here in the Bay Area, and the ship departed on July 16, 1945. She arrived in Honolulu 74.5 hours later, a little better than three days. That record has never been broken.

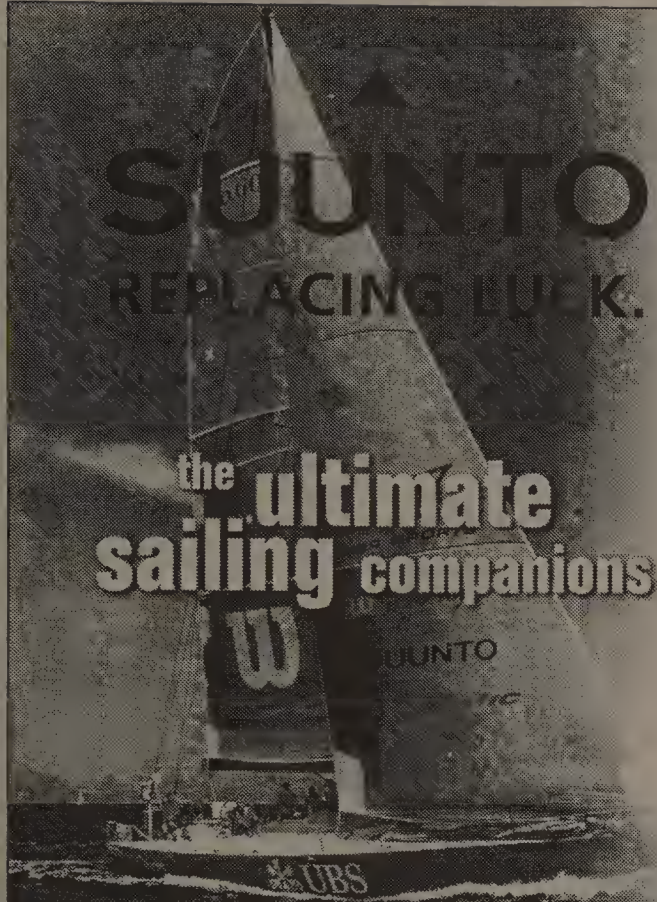
After Tinian, she was on her way to Leyte when she was torpedoed on July 30, 1945 and sank in 12 minutes. Nine hundred men went in the water. When they finally found them four days later, wounds, dehydration — and the sharks — had taken their toll. Only 317 lived to tell the tale.

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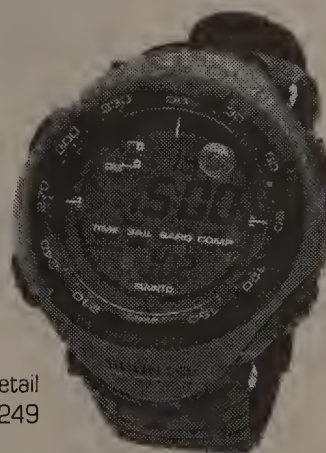
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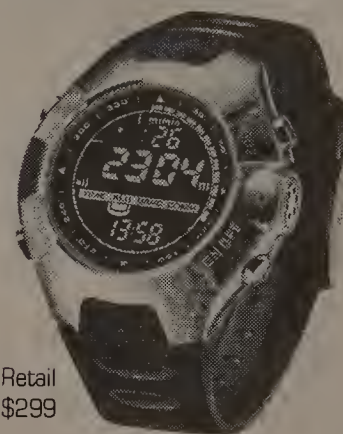


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SIGHTINGS

over their heads — the loss of *Jammin'*

The first wave hit *Jammin'* about halfway back from the Lightbucket. Soon after skipper Steve Klein and crew Jaime Quevedo had jibed onto port and headed their J/35 for the ship channel, the Big One crested and broke directly over the cockpit, spinning the boat around, snapping the mast off and throwing both Klein and Quevedo into the choppy water. For them, March 15's Doublehanded Lightship Race was over, and the struggle for survival was just beginning.

Until that point, the two friends had been happy with their performance. After a not-so-good start, they had climbed back into the middle of the 38-boat pack on the 10-mile leg out to the Lightship. Breezes in the 10-12 knot range hinted that spring was on the way. But the big swell was pure winter. The long rollers weren't so bad in deep water, but they turned into 14 to 16-foot breaking waves in the area where *Jammin'* now lay, partially flooded, dismasted and temporarily unmanned.

Jaime, 43, rose to the surface near the boat, only to find he was under the fallen mainsail. He felt his way toward the boat, eventually able to poke his head above water to gulp air and call for Steve. Klein, 53, had somehow ended up 20 feet off the stern quarter. He quickly

continued on outside column of next sightings page

dbw threatened

There is no time to waste on this one — the deadline was March 28. But if you get this issue early in April, log onto www.rboc.org and see if you can still join the protest against the possible merger of the Department of Boating and Waterways with the Department of Parks and Recreation.

As we are all well aware, the budget crisis is placing great pressure on legislators and state agencies. This is becoming increasingly so as efforts are taken to develop a budget for the next fiscal year that begins on July 1.

The Assembly Budget Subcommittee #3 will consider merging DBW with the state parks department at a hearing currently scheduled for Tuesday, April 2 in the State Capitol.

This is not the first time this has been

Enjoying the Ides (and idle hours) of March (clockwise from here) — 'Dream Keeper' looked snug and outfitted enough to take off around the world; 'Wind Castle' ghosts toward the Gate; an indigenous Pelican takes flight; 'Raposado' on a comfortable reach; sailing the Cityfront; skimming past Alcatraz; (lower right) drying the sails.



— again

tried. We recall at least four or five times in the last 15 years that the powers that be have tried to hack into DBW's well-run department to hijack your boating tax fuel dollars for non-boating issues you might care nothing about. Each time, RBOC and other watchdog agencies, and boaters like you, have defeated the effort.

If it happens, such an action would jeopardize \$90 million in boater-generated funds which are currently dedicated to boater education, boating law enforcement, loans and grants supporting boating facility construction, eradication of invasive aquatic species, and other critical activities that benefit boating.

If the "Save Cal Boating" icon is still up on RBOC's site, click on it and follow the instructions. If not, you can send last-

continued middle of next sightings page

jammin' — cont'd

swam back to the boat and with some effort "and lots of cussing" got back aboard by using a bowline tied into the end of a dangling line as a step. He rigged a similar one and winched the larger Quevedo aboard. Klein's SOSpenders lifejacket had auto-inflated when he went in the water. Quevedo remembered to manually inflate his after he was back on board.

Each fell to a different task — Jaime to get rid of the rig and Klein to summon help. The former job was accomplished with vice grips and a screwdriver (by pulling the pins out of the standing rigging); the latter via cellphone after Steve found that the handheld VHF and GPS had both disappeared from the cockpit and all the power was gone for the fixed radio below — and for starting the engine. (They also fired flares to try to attract the attention of other racers, but none were seen.) He'd programmed the Coast Guard's number into his speed-dial function, so he had the Coasties at the touch of a button. "Sometimes it pays to be anal," he joked, but as it turned out, the 'retentiveness' might have saved both their lives. Klein had no more than gotten out the barest information about their situation than the second wave hit.

"They'd just asked if anyone required medical attention and I said

continued on outside column of next sightings page



LATITUDE/JR

SIGHTINGS

jammin' — cont'd

'no'," he recalls. "Then the boat went over again and I was thrown across the cabin where I cut my head, tweaked my neck and bruised some ribs." But he had other concerns. He rushed out of the cabin expecting to see Jaime in the water again. Fortunately, he'd seen the wave coming, held on for dear life, and rode it out, staying aboard.

Klein cut the last of the running rigging with his Myerchin knife, and the rig — new just eight months before — was gone. So was any means of communication. The cell phone had been lost in the second knockdown.

By now, *Jammin'* had drifted over the westernmost edge of the South Bar, about the worst place they could be with no way to move. Here the bottom rises rapidly from 70 or 80 feet to around 40, making those big rollers peak and break. A healthy spring ebb only added to the effect.

The third wave, the *really* big one, turned *Jammin'* upside down with Klein and Quevedo inside. "At that point," says Klein, "I knew I'd

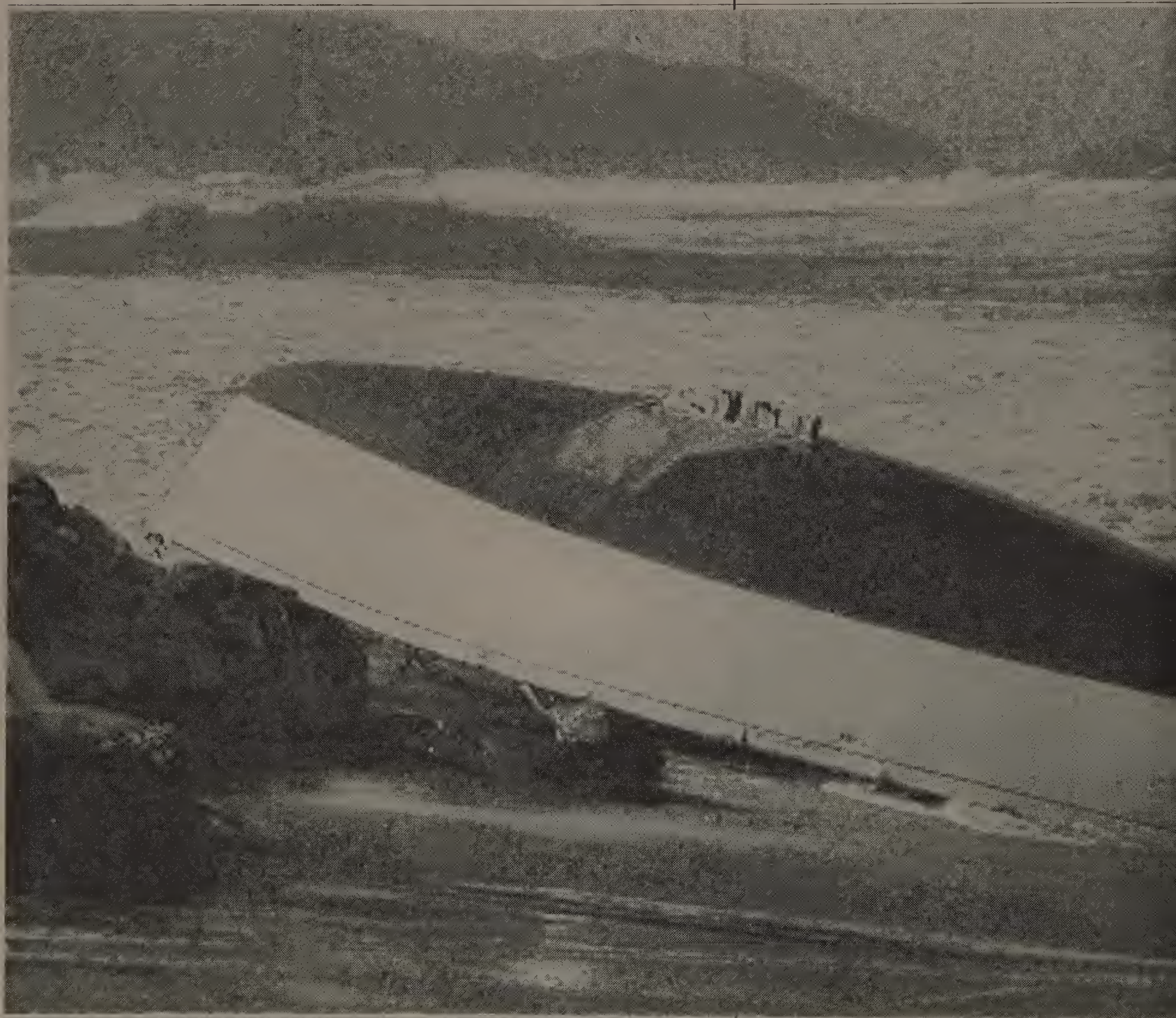
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dbw

ditch letters to each of the members of Assembly Budget Subcommittee #3 on Resources: Chairwoman Fran Pavley (D), Joseph Canciamilla (D), Tom Harmon (R), Hanna Beth Jackson (D), Bill Maze (R), Sean McCarthy (R), Cindy Montanez (D)

calling all

We are still on the lookout for Crew List stories. If you have ever taken part in one of our Crew Lists — Racing, Cruising, Mexico-Only; it doesn't matter which — and had a neat adventure (or even a not-so-good one), we'd like to hear about it.



— cont'd

and Lois Wolk (D.) You can reach them by email at [assemblymember.\(person's last name\)@assembly.ca.gov](mailto:assemblymember.(person's last name)@assembly.ca.gov).

We apologize for not bringing this to your attention last month, but somehow it slipped under the radar.

crew listers

We hope to compile some of your remembrances into a feature article later this year to celebrate 20 years of *Latitude* Crew Listing.

Contributions should be around 500

continued middle of next sightings page

jammin' — cont'd

lost the boat. Now I just wanted to get us out of this thing alive."

Jammin' stayed inverted for what seemed an eternity but was probably less than a minute. Steve, breathing in an airpocket in water up



Above (l to r) Jaime Quevedo, Coast Guard Surfman Shawn Winters, Steve Klein. Right and inset, '*Jammin'* on the beach at Daly City.

to his chest, kept calling out for Jaime but was receiving no response. He finally groped around under the water in the darkness, felt something that "felt like Jaime" and yanked it into the air pocket. Jaime's head came up, gasping for air. He had gotten completely disoriented in the darkness of the inverted boat and was looking for air down where there wasn't any.

The fourth big wave popped the boat back upright, nearly full of water. "Our self-bailing cockpit had become self-filling," says Quevedo. Plus all the hatches, ports and windows were gone and there was no way to keep more water from coming in. They briefly tried pumping with the boat's manual pump and by bucket, but it was useless; the deck was almost even with the water.

Luckily, by this time, Coast Guard Surfman Shawn Winters and his five-man crew on one of Station Golden Gate's two 47-footers was on scene. They had been vectored in by a helicopter that had arrived overhead earlier. Winters waited for a lull between wave sets. Then, with the finesse of a ballet dancer, maneuvered the big aluminum surfboat into a T-bone position (the surfboat with its nose into the waves, the yacht lying ahull with its bow pointed at the low midships area of the 47). Klein and Quevedo stepped over *Jammin'*'s bow pulpit onto the Coast Guard boat as easily as if they were stepping onto the dock at their berth — albeit with two final smashed fingers on Steve's left hand when the two boats rolled together at the last second.

While one 47-footer sped home with the two sailors, the other Station Golden Gate 47 took *Jammin'* in tow. After a large carabiner on the first towline broke, two crew climbed aboard the sailboat and rigged a yoke using the yacht's winches as pull points. But it was a losing battle. Just as they entered the relatively smooth water of the shipping channel between buoys 5 and 6, *Jammin'* slipped out from under them and sank. The two Coasties were pulled back aboard their boat and the second 47 went home.

The loss of a boat and near loss of life is nothing to laugh about, but Steve, a Palo Alto podiatrist, found some humor in a couple of calls he got from someone at the Coast Guard the next day. The caller basically informed him that his boat had sunk in the shipping channel, that there was a deep-draft merchant ship due in soon, and, well, what were his intentions in removing his boat, which was now a hazard to navigation.

As it turns out, he never had to worry about that. On Monday, what remained of *Jammin'* turned up on the beach at Daly City, almost a dozen miles away! Quevedo and *Jammin'* co-owner Eric Brown were the first to arrive onscene, to snap the photos you see here. The keel

continued on outside column of next sightings page



SPREAD AND INSET, JAIME QUEVEDO

jammin' — cont'd

was gone, the port side ripped open and a few shreds of sails were about all that was left. By the time Steve arrived later in the morning, there was even less. In few more days, the still-big surf had reclaimed its prize: *Jammin'*, hull 156 (formerly *Equanimity*), was gone.

"If you don't learn lessons from something like this, there's something wrong with you," notes Quevedo (who owns a J/35 of his own, *Fever*). In the days following the loss of the boat, at our request, he and Klein compiled a list of things they'd do differently if — heaven forbid — there's ever a next time. These hard-learned lessons are equally applicable to anyone sailing offshore.

- * Handheld VHF, GPS and manual bilge pump handle should be in the cockpit and tethered to the boat.

- * Knives should be in pockets and tethered to clothing or body, and backup(s) tethered in cockpit. (Klein had a knife in his foulie pocket, but lost that one in one of the knockdowns and had to rummage around below to find another.) They should also be sharp — the serrated blade of the Myerchin made short work of the running rigging.

- * Install sealed 'gel cell' batteries and strap them in so they can't come adrift even when the boat's upside down. The two standard batteries *Jammin'* carried did come partially adrift and broke open.

- * Keep ignition key in the cockpit, but not in the ignition (where it might break off). Better yet, have a keyless ignition.

- * Have backup lifejackets at hand if wearing an inflatable. At some point in all this, Steve realized his inflatable PFD had been punctured. The spare lifejackets were in a bag in the very back of the quarterberth. He made the risky decision to crawl back and get one anyway, fortunately without incident.

- * Carry an EPIRB. (*Jammin'* didn't have one.)

- * Secure hacksaw and/or bolt cutters in lazarette.

- * Be anal — have emergency phone numbers pre-programmed in cell phone speed dial feature

- * Finally — and both Steve and Jaime feel this may be the most important point — never be afraid to switch from racing mode to survival mode. "It's kind of like reefing," says Klein. "If you think about it, it's probably time to do it."

It's worth noting that Klein and Quevedo did not intentionally venture into the area of the South Bar. After rounding the Lightship, they initially set a kite on starboard jibe, found it too squirrely to fly in the light breeze and big swells, and doused it in favor of a full main and #3. They then jibed to port to make for the ship channel.

We had arranged to meet Klein and Quevedo at Station Golden Gate for this debriefing. They had driven up from Palo Alto to retrieve a small amount of gear the Coasties had managed to grab off *Jammin'* before she sank. (The seabag contained only a few articles of clothing, a soggy weather radio and camera, and the line for the Lifesling.)

Fortunately, they were also able to meet with BM1 Shawn Winters, who drove the boat that rescued them. Raised in the Pacific Northwest and trained on the brutal Columbia River Bar, Winters is one of only 80 qualified 'surfmens' out of 38,000 Coast Guardsmen. (Four others are also stationed at Golden Gate, located in Horseshoe Cove at the north end of the Bridge.)

Winters' advice for boaters caught in breaking waves on the South Bar (or Potato Patch to the north): "Drop your sails, turn on your engine and motor straight into the waves until you are back in deep water. If you come to a breaking wave, take it straight, dead on the nose. That's what we do. Once you're in deep water, then turn and make for the ship channel."

For those who don't know, the ship channel is maintained at a 50+ foot depth and there is much less danger of breaking waves there.

During our brief meeting, both Klein and Quevedo expressed their gratitude several times to Winters, station Commander Rich Glasgow and the Coast Guard in general for their aid and expertise.

Fortunately, *Jammin'* was insured. As for what's next on the sailing agenda, Klein said it's too soon to think about that. In the scant two

continued on outside column of next sightings page

crew list

words (two typewritten pages or the PC equivalent), and will ideally include pertinent photos — of you, the boat(s), other people and anything else having to do with your story. Please be sure to include contact information in case we need to get

Pegging the fun meter — while big storm waves played havoc with many boating activities on the weekend of March 15-16, the 'surf was up' at Fort Point, under the South Tower of the Golden Gate. In addition to many regular surfers, this guy and another boardsailor were putting on a real show — and appeared to be having more fun than any other sailors we spotted the rest of the weekend.

stories — cont'd

back to you for any reason.

Please send stories to johnr@latitude38.com, or by snail mail to Crew List Tales, 15 Locust Ave., Mill Valley, CA 94941. Please, no phone calls. We'll call you if we need to.

jammin' — cont'd

years he and Eric Brown had owned *Jammin'* — they bought her on Valentine's Day, 2001 — they'd gotten together a good crew, did a couple of good seasons, met some nice people, and even constructed a *Jammin'* website. Klein needs some time to sort that all out. He did mention, however, that when he does start sailing again, "I'll probably stay inside the Bay at first."



SIGHTINGS

iacc worlds coming

"This is going to be the best show in town for the next three years," promised 33-year-old Sausalito entrepreneur John Sweeney, co-founder of the San Francisco International America's Cup Class. "We're building on what we started last year, and this summer and fall will be even bigger and better!"

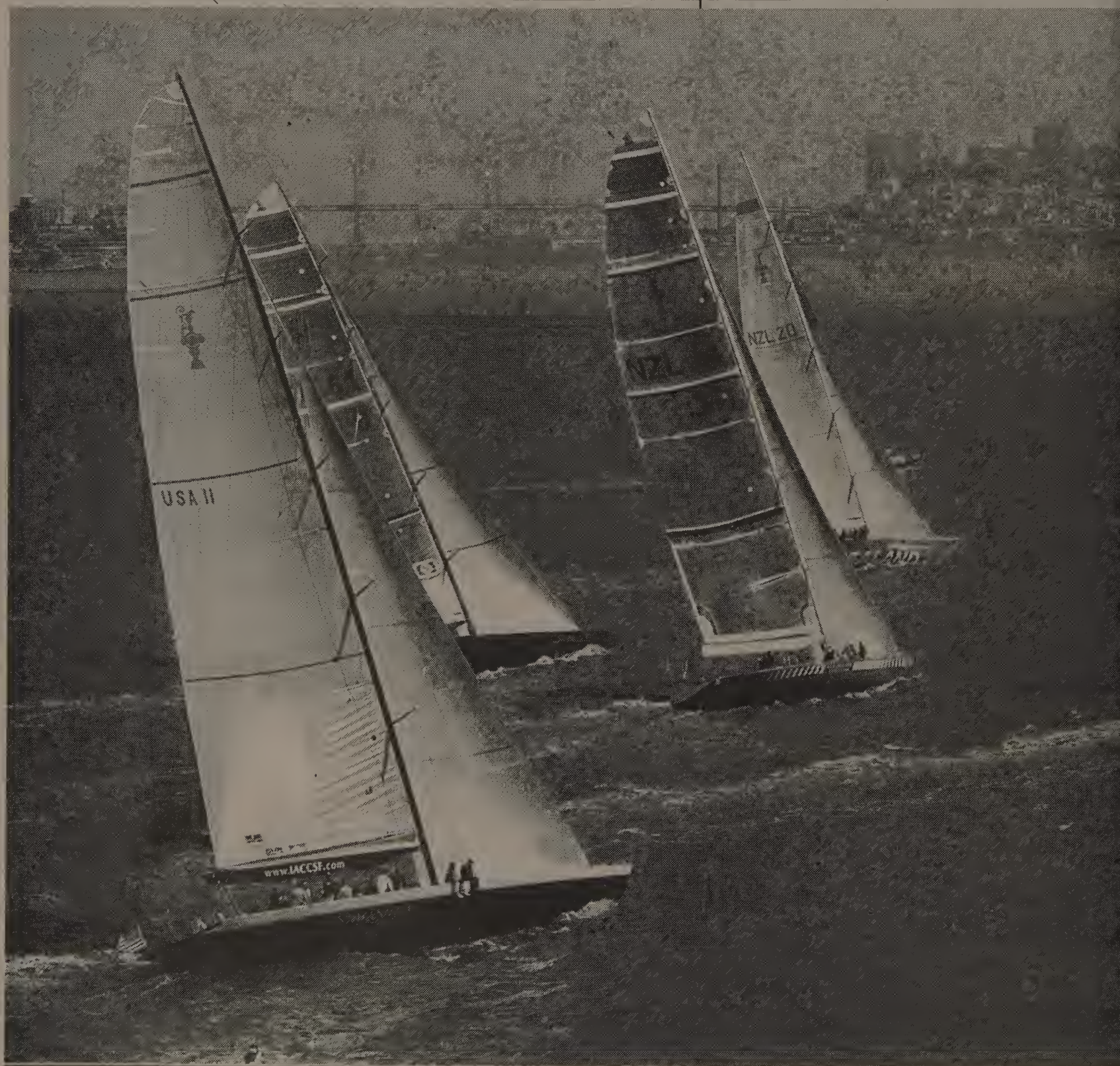
Sweeney and his partner Tina Kleinjan, both retired billboard magnates, have organized an ambitious four-regatta circuit for former America's Cup boats beginning with the Sausalito Cup, recently postponed from mid-May to June 20-22. The *Il Moro* Trophy follows on July 25-27, and then the real fun starts with the Golden Gate Series (Sept.

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coast

Between mid-February and mid-March, Group San Francisco Units, including Stations at Lake Tahoe, Vallejo, Rio Vista, Monterey, Bodega Bay, Golden Gate and San Francisco, responded to approximately 83 search and rescue (SAR) cases. A few of those are explained in detail below.

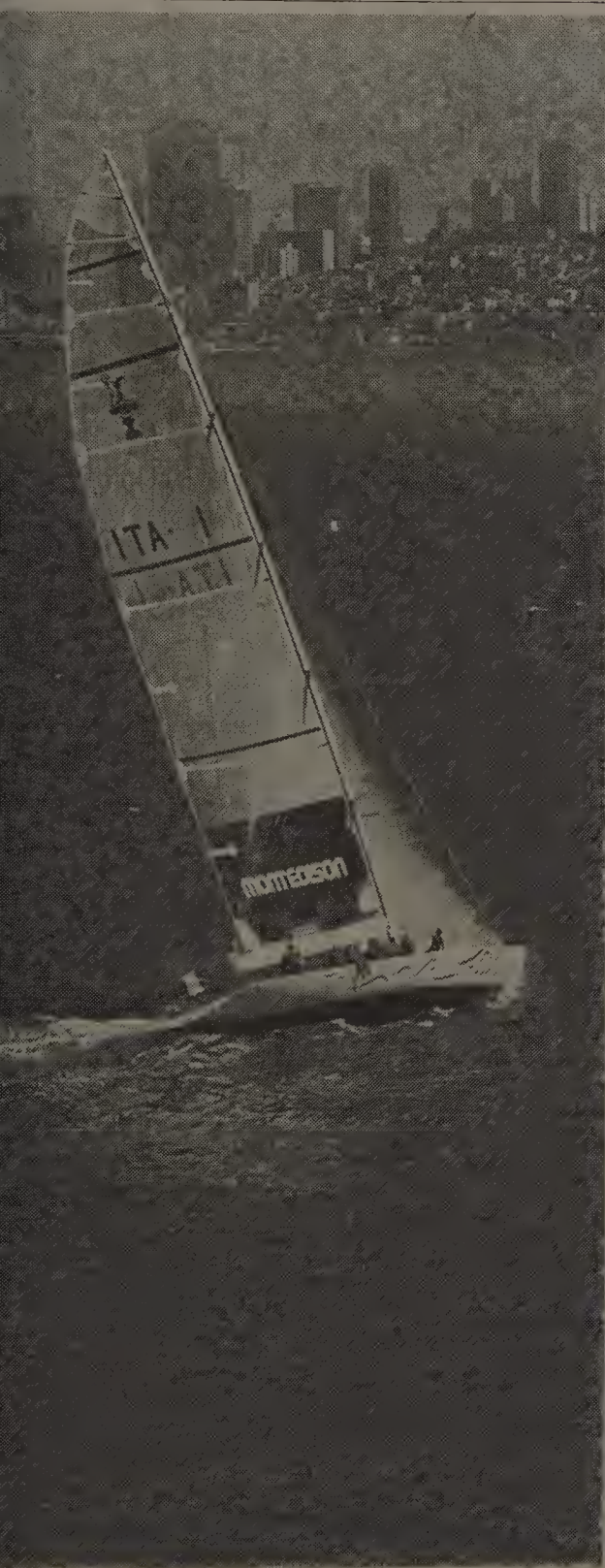
February 1 — Station Monterey received a 911 call from the owner of a 58-foot fishing vessel that had run aground



watch

in the vicinity of Hidden Beach. Five people were reported in the water. The Station immediately launched one of their 47-foot motor lifeboats, but the persons in the water were able to swim safely to shore before it arrived. The Coast Guard's Marine Safety Office in Alameda was then notified. (The MSO is always alerted after groundings in the event of hull breach resulting in the release of oil or other haz-

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COURTESY INTERNATIONAL AMERICA'S CUP CLASS SAN FRANCISCO

iacc worlds — cont'd

6-14) and the 2003 IACC Worlds (Oct. 11-19). The owner/driver racing will occur on two levels — a lower-key 'vintage' class for '92 and '95 designs (no spinnaker poles allowed) and a full-on 'grand prix' class for '00 and '03 designs. A match race final will determine the winner of the Grand Prix class.

Sweeney and Kleinjan presently own three IACC boats — ITA 1 (*Il Moro*), NZL 14 (his original red boat) and USA 11 (*Stars & Stripes '92*). His fourth and most recent acquisition will be unveiled at the June event. The latter boat, like David Thomson's NZL 20, should be arriving here within a month on a ship from Auckland. Combined with Larry Ellison's USA 71 and USA 49 (*Oracle BMW Racing*), that brings the total of local IACC boats up to seven, all of which should be on the starting line for the first two events. A pair of Italian owners, headed by Tomasso Chieffi and Roberto Ferrarese, are also trying to buy or lease boats in time for the first two events, which might even swell the ranks to nine.

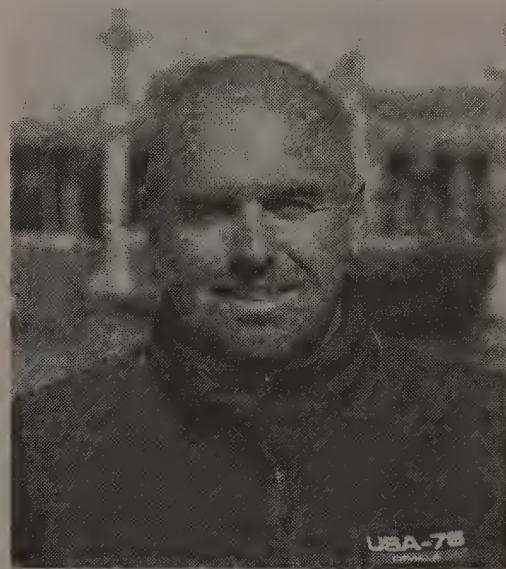
But these preliminary heats will pale in comparison to the Golden Gate Series and the Worlds, when the fleet could double in size. America's Cup winner Ernesto Bertarelli has committed to bringing his Swiss *Alinghi* team here for these two events, which he and Larry Ellison, the new America's Cup Challenger of Record, have put on the schedule of qualifying events leading up to the 2006 Louis Vuitton Cup. Other syndicates, including two French teams (*Le Defi* and Dawn Riley's *K-Yachting*), are lining up as well.

"It's too bad the Cup didn't come to San Francisco," said Sweeney, who trimmed the mainsail on *Oracle BMW's* B-boat, "but this will be the next best thing. There have been optional fleet races for IACC boats every year before the Louis Vuitton Cup, with 8-9 boats sailing in the early '90s. We should have more than that, making the Golden Gate Series and the Worlds the biggest fleet races ever held for IACC boats."

There have been 82 IACC sail numbers assigned, of which 76 boats are thought to still be in existence (13 wasn't assigned, two Russian boats never really existed, *OneAustralia* sank, and Syd Fischer and Bill Koch each chainsawed one). Sweeney figures as many as a dozen may show up for the fall racing, which would also bring a hundred or more pro sailors to the Bay Area for a few months. The boats will be berthed together at Treasure Island out of the water on the old Navy pier. All the IACC 80 events will be held in conjunction with Sausalito YC and three major sponsors, which will be announced April 15th. All four events will be covered worldwide via television and even Virtual Spectator.

This is great news for everyone except St. Francis YC, which originally turned down Sweeney's request for an IACC class in the Big Boat Series (Sept. 11-14), apparently citing liability issues. Upon learning that the Golden Gate Series will be held right on top of the BBS — Sweeney even has the permits for Cityfront racing, which apparently StFYC didn't get around to filing for in time — the yacht club has done an about-face, now inviting Sweeney to join them. "Thanks anyway," was the gist of John's response, leaving us to wonder if the BBS will be gutted of its best sailors by the concurrent high-profile IACC event.

Sweeney's IACC revival has already received coverage in *The Wall Street Journal*, *Newsweek*, *The New York Times*, and *Outside* magazine, among others. For details and updates, keep an eye on www.iaccsf.co. The Show is coming, and it will be huge.



Above, John Sweeney. Left, IACCs race the Bay in 2002.

SIGHTINGS

records won, lost and underway

Several significant ocean sailing records were underway when we left you last month. Here's a bit on how they turned out, as well as a new attempt currently in progress.

won

On February 24, Steve Fossett's giant 125-cat *PlayStation* blasted into the Bahamas on another record Atlantic crossing. This one was the so-called Route of Columbus, a 3,884-mile sprint (well, for this boat) that began in Cadiz, Spain, on February 15. Official time for the crossing was 9 days, 13 hours, which broke the old mark (set by the

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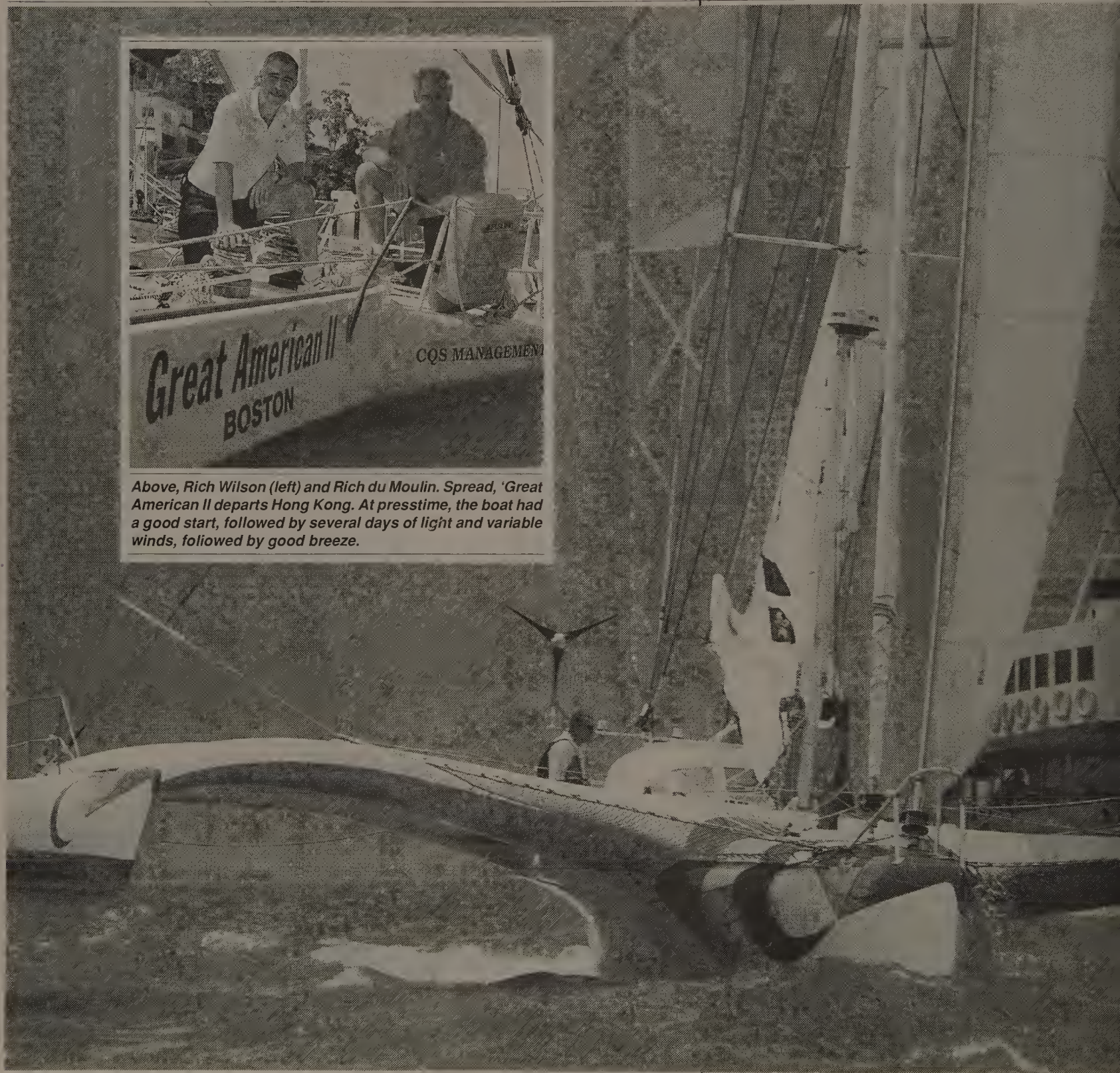
coast watch

ardous materials into the water.) MSO personnel found no hull breach or evidence of fuel leakage. The F/V stated he had the autopilot on and was looking for schools of fish on the fish finder. He not only didn't check his radar, he didn't even look out the windows until it was too late.

February 12 — Just after 8 a.m., Station San Francisco received a report that a 16-foot Boston Whaler with two persons onboard was circling an area in



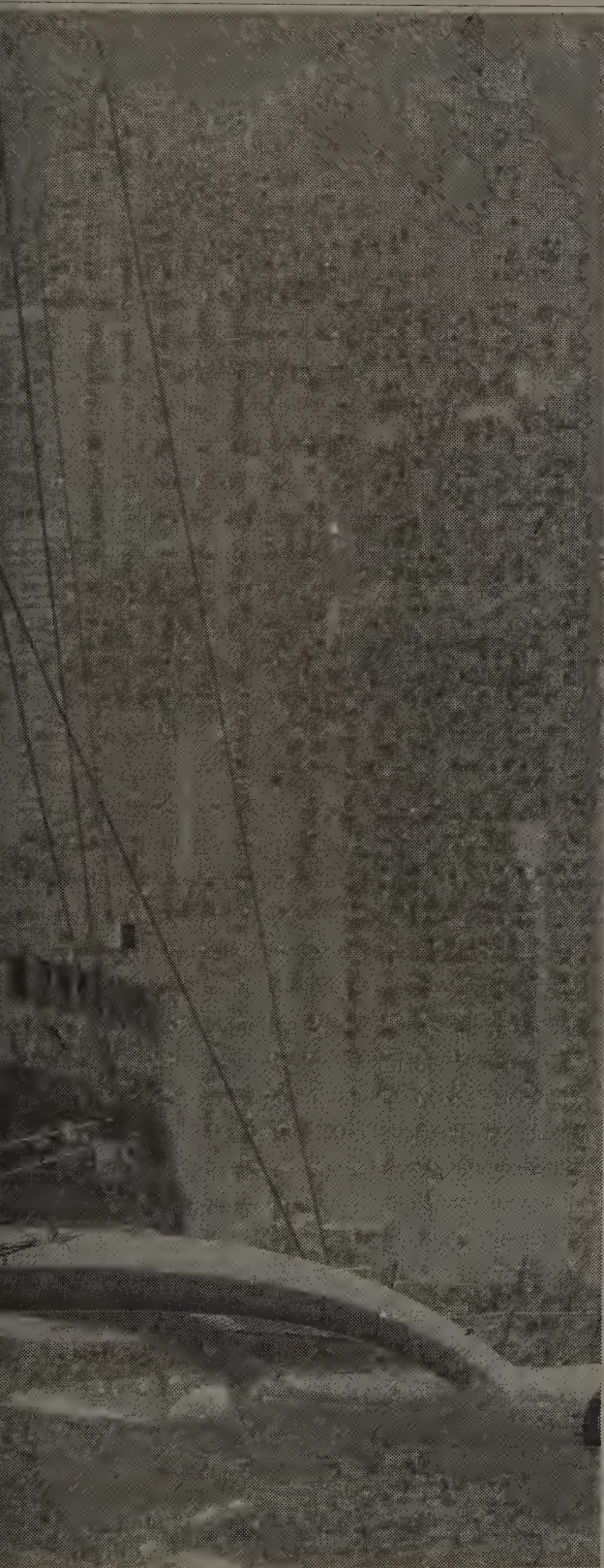
Above, Rich Wilson (left) and Rich du Moulin. Spread, 'Great American II' departs Hong Kong. At presstime, the boat had a good start, followed by several days of light and variable winds, followed by good breeze.



— cont'd

the Bay near runway 29 of the Oakland Airport. The Station diverted their 41-ft Utility Boat and 25-ft light utility boat to the location. The crew of the UTL met the Boston Whaler at the San Leandro launch ramp. Upon questioning, it turned out the persons onboard were members of the U.S. Geological Survey. Immediately following 9/11, the Captain of the Port of San Francisco established security zones

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COURTESY SITESALIVE!

records — cont'd

then new 110-ft cat *Club Med* during her 'sea trials' in June, 2000) by more than a day. But the average speed of 16.9 knots for the course is only part of the story. To give you some idea of what an accomplishment this was, Fossett and his 12-man crew actually had to zigzag a lot to find wind, eventually racking up 4,704 miles on the odometer — almost 1,400 extra miles — but their average speed of 20.5 knots over that distance was still enough to take the record.

The new mark makes a matched pair for Fossett. He and *PlayStation* now own both the east-west and west-east Atlantic records. *PlayStation* set the latter mark of 4 days, 17 hours for the traditional passage from Sandy Hook to the Lizard passage last October, an average speed of 25.78 knots.

lost

Ellen MacArthur wasn't the only record chaser disappointed in an around the world attempt when *Kingfisher II* lost her mast in the Indian Ocean on February 23, only three weeks into their voyage. (The crew, fortunately uninjured, erected a jury rig and limped into Perth.) In a real heartbreaker, Olivier de Kersauson's 110-ft trimaran *Geronimo* fell short of her goal to break the same record, the *Trophee Jules Verne*, by four days. As you've been reading in *Sightings* updates the last two months, Kersauson and a crew of 11 took off from Brest on January 11 and arrived back on March 20, 68 days and change later. Ahead of the pace through most of the 21,600-mile course around the five great capes, *Geronimo* was foiled by very light breeze in the final week. So for the moment, the Jules Verne record of 64 days, 8 hours still stands. Ironically, it was set in 2002 by the Bruno Peyron-skippered *Orange*, the same 110-ft catamaran that is now the dismasted *Kingfisher II*.

in progress

Two clipper records down and another to go for Rich Wilson and the 53-ft trimaran *Great American II*. Rich and crewman Rich du Moulin departed Hong Kong on March 7, bound for New York 14,225 miles away. If they can make the trip in less than 74 1/2 days, they will beat a 154-year-old sailing record still held by the 192-ft clipper *Sea Witch* under Captain Robert "Bully" Waterman. In 1854, she was the first clipper into the South Street wharf, and her bellyful of China tea made enough money for her owners to fund the building of a whole new ship. Waterman made enough to retire comfortably at age 43.

But Wilson and du Moulin's trip is not about money or fame. It's not particularly even about record breaking. As with everything to which Wilson has devoted his energies for the last decade or more, it's about kids. A Harvard MBA and lifelong educator (and sailor), Wilson's first record sail aboard *Great American II* was a race against the ghost of the clipper *Flying Cloud* from San Francisco to New York in 1993. He tied the adventure around an interactive program in which schoolchildren around the country could follow the trip, and thereby make learning such disciplines as geography, simple navigation, history and so on fun. They could even relay questions to Rich and his crew (Bill Biewenga on that voyage) and get answers. The program was so successful that Wilson founded Ocean Challenge, Inc. in his hometown of Boston in 1993, and pioneered a new learning concept called *sitesALIVE*, which expands upon the concepts learned during that first voyage. "Kids love adventure and they love computers," says the PR material. "Once they are hooked by the real-time adventure of online learning, teachers can use this format to make a multitude of subjects come alive." Of course, today's technology has leapfrogged since that first voyage. *SitesALIVE* currently boasts 65 'full semester' programs on land and sea, and the programs have garnered many awards.

In 2002, *Great American II* set a new sailing record from New York to Melbourne, Australia, this time beating the ghost of the clipper *Mandarin*. (Both the San Francisco to New York, and New York to Melbourne sails were accomplished in 69 days and change.) For the current sail, *GAIL* is even carrying a small, symbolic 'cargo' of tea.

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SIGHTINGS

records — cont'd

Wilson's crew, Rich du Moulin, 56, is a longtime East Coast sailor and shipping industry executive. *Great American II* is a Nigel Irens design, built in France in 1990 and originally named *Dupon Duran*). She is based in Boston when not chasing records, and has undergone extensive upgrades and modernization for these attempts, including the installation of sophisticated communications equipment to tie the crew into participating *sitesALIVE* schools.

To follow the record attempt, log onto www.sitesalive.com/oceanchallengelive/ (or AOL/School keyword *sitesalive*). You can also find information there on licensing (\$100 for schools; \$29 for individual families) to receive daily progress reports and be able to communicate with *Great American II*.

spinnaker cup for charity

Five California-based catamarans and about 75 sailors and innocent bystanders came together for the second annual Spinnaker Cup for Charity on Banderas Bay near Puerto Vallarta on March 18. The event, a casual 12-mile spinnaker run from Punta de Mita to Paradise Marina, was conceived last year by *Latitude 38* to benefit the nearby Mescalez School for developmentally challenged children that was started by well known Mexican yachtswoman Lupe Dipp of the Puerto Vallarta Marina-based Beneteau 44 *Moon and the Stars*. Recognizing the value of the event, the Mexican government now matches all funds raised by the Spinnaker Cup for Charity.

Senora Dipp, who now runs the Spinnaker Cup, was able to enlist the generous help of skippers David Crowe of the South Bay-based Morrelli-Choy 70 *Humu Humu*, Paul Biery of the Alameda-based Catana 431 *New Focus*, Michael Wright of the Richmond-based Hughes 42

Wavy, John Haste of the San Diego based Perry 52 *Little Wing*, and *Latitude's* mostly always moving Surfin' 63 *Profligate*. Each cat carried 10 to 20 guests who had made contributions to the school, and there were also some monohulls who tagged along. The

event started with lunch at the El Dorado palapa in Punta de Mita, after which everyone gathered on the beach for a group photo before being ferried out to the anchored cats. The sailing conditions averaged 15 knots of wind and 82-degree temperatures under blue skies.

It was our intent to have a photo gallery of the five cats sailing nip and tuck down Banderas Bay. Regretably, the cats were never close enough for much of that. The smaller and slower cats didn't seem to understand they were supposed to start early, and the bigger cats either flew very small chutes for safety or didn't have their crew work down. So while everyone had a wonderful sail, the group sailing photos were a bust.

We're ashamed to admit it but the last word of the previous paragraph reminds us that just prior to boarding the boats, the Wanderer spotted four attractive young ladies lying on the beach at Punta de Mita and asked if they wanted to join *Profligate* for the sail. They said yes. Frustrated by his inability to get any good shots of the cats sailing together, and not wanting to come away without any interesting sailing photos, the Wanderer enlisted the help of the ladies as models. The four, all

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ALL PHOTOS LATITUDE/RICHARD

coast watch — cont'd

around both Bay Area airports. Although these security alerts were recently lifted, all mariners should be cognizant of the always-present security concerns when

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charity cup— cont'd

Dartmouth students on spring break, were game enough to comply. We're hoping that the photos will encourage more of you to participate in future Spinnaker Cups for Charity, which will be held immediately prior to each year's

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Above, Spinnaker Cup participants gather on the beach. Main photo, Alexis, Genevieve, Danielle and Stephanie aboard 'Profligate'. Upper right, 'woman driver' Danielle at the wheel. Far left, hot but not too heavy action on the course.

SIGHTINGS

charity cup — cont'd

Banderas Bay Regattas. As for the models — (l to r) Alexis Sheehan, Genevieve Sonsino, Danielle Lubner and Stephanie Wayne, who were all very smart and sweet — we hope you had a great spring break!

As we go to press, Lupe Dipp reports that about \$800 were raised, which *Latitude* kicked up to an even \$1,000. After hearing about it, Pat Nolan of the Alameda-based *Grand Slam* put in another \$500. The matching contribution from the Mexican government brought the grand total to \$3,000. By the way, if anyone else wants to contribute to this terrific program, it can be done through a San Diego church and gain a legal U.S. tax deduction. Email richard@latitude38.com for details.

seayanika's sole man

There's nothing quite as eye-catching as a beautiful teak deck on a sailboat — unless it's the fit and finish of a stunning cabin sole. Many production boats today try to emulate hand-laid teak and holly sole with thin, pre-fabricated plywood veneer. Somehow this loses something in the translation. My husband Erik, never one to settle for 'good enough', has been putting in many hours laying a traditional cabin

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coast watch

operating near the airports.

February 26 — At 2:04 p.m., Station Golden Gate received a report that a 16-foot sailing vessel with two aboard capsized between Angel Island and Richardson Bay. The Station diverted its two 47-foot motor life boats the scene. Before they arrived, Group San Francisco was informed that the ferry *Golden Gate* had recovered the two persons in the water and was standing by until the Station

mexican navy

It was the first meeting of its kind, but hopefully not the last. Early last month a contingent of distinguished Mexican Naval officers met with more than 100 foreign cruisers at the Paradise Village Re-



Boatbuilding 101 — above, 'Seayanika' is looking more like a finished boat every day. Right, Katriana test rides the cushions. Opposite page, Erik hard at work installing the cabin sole. Below, the finished product. You should see it in color!



— cont'd

MLBs arrived. Once the MLBs were on scene, the persons were transported from the *Golden Gate* to one of the MLBs, while the crew of the other established a safety zone around the capsized S/V until it was recovered. The two sailors did not require medical attention. The S/V was eventually towed by the debris-collecting vessel *Raccoon* to the Army Corps of Engineers pier in Sausalito.

parleys with cruisers

sort on Banderas Bay to dispell any misunderstandings about boarding policies.

For many cruisers, especially those who do not speak Spanish, being boarded

continued middle of next sightings page



KATRIANA VADER

seayanika — cont'd

sole on *Seayanika*, the 49-foot sailboat we are building from a bare hull. But instead of teak and holly, he has opted for a combination of walnut and beech, which to my eye is even more striking. The dark richness of the walnut nicely complements the mahogany interior we have chosen. Months of painstakingly measuring, cutting and fitting small pieces of hardwood to install our teak decks gave him both practice and knobby knees. But the results are worth it.

Each sole area in *Seayanika*, as in most boats, is full of angles and curves. If that doesn't make the job complicated enough, add the numerous access hatches and floorboards which have to be installed, requiring each vertical strip of walnut and beech to be lined up exactly to match. A veritable jigsaw puzzle! Speaking of hatches, how many does a mid-sized sailboat have? *Seayanika's* count so far is 44, including 5 stainless steel interior ventilation hatches, 3 companionway hatches, 4 deck access hatches, 17 bilge compartment hatches and 15 hatches under berths and settees — almost all of which Erik had to fabricate from scratch.

While Erik is busy making hatches and laying the sole, I have been sewing the upholstery. Since I'm also starting from scratch (i.e. no pattern available to make my job easier), I first make a pattern of the area to be upholstered with butcher paper. Because of all the unusual angles in boat upholstery, I've had to learn how to calculate angles and determine their effect on the finished product before I make any cuts.

Since I'm using 4-inch foam for the seating, the material for the tops of the cushions can differ as much as 3 to 4 inches from the bottom, depending upon the amount of angle. And then, of course, the foam has to be cut at an angle (an electric carving knife works perfectly!) and any boxing pieces have to be adjusted accordingly. With all the notations, drawings and chicken scratches on my patterns, it looks more like a geometry lesson than a 'Home Ec' project. But, in spite of all this brain-bending, I've managed to whip up 14 pretty fine-looking cushions so far. Only have two more to go.

While *Seayanika* is looking better all the time, my house is suffering the consequences. It's beginning to look like a cross between a boat chandlery and a flop house. What was once our bedroom (miniscule as it may be) is now the storeroom for nautical books, appliances, electronics, galley gear, medical supplies, and containers of every size filled with miscellaneous boat items I've collected over the past couple of years. A quarter of the living room has become the 'upholstery shop', full of bolts of material, bags of Dacron stuffing and polywrap, foam pieces, sewing boxes and scraps. What will soon become our berth mattress and nav station seat — a king-sized piece of Temper Pedic memory foam — is spread out (unmade) in the middle of the living room floor. (Hey, we're sleeping on it now because it's the best bed in the house.) Playing hide-n-seek in all this clutter are dust bunnies large enough to name and cunning enough not to be caught, and a sufficient amount of dirt brought in from the boatyard to start a vegetable garden (if I only had the time). Housekeeping, never one of my favorite activities, has dropped perilously low on my priority list, and I no longer make excuses to our visitors.

Meanwhile, we're getting pretty excited about the upcoming Pacific Sail Expo in Oakland this month. Not only will we be investigating and buying our 'final' boat purchases, Sail America has asked us to conduct a couple of boatbuilding seminars and relate our experiences with *Seayanika's* construction. We're hoping to meet past, present, future and even aspiring boatbuilders to compare notes and agonies. And to affirm that, if building your own bare hull into a cruising boat is part of the dream (as it was for us), that it can be done. We also invite all of you who have enjoyed reading these *Latitude* updates, which began with the delivery of a Cal 2-46 bare hull to our build site back in October, 1999, to stop by one of our seminars, listen, and say hi.

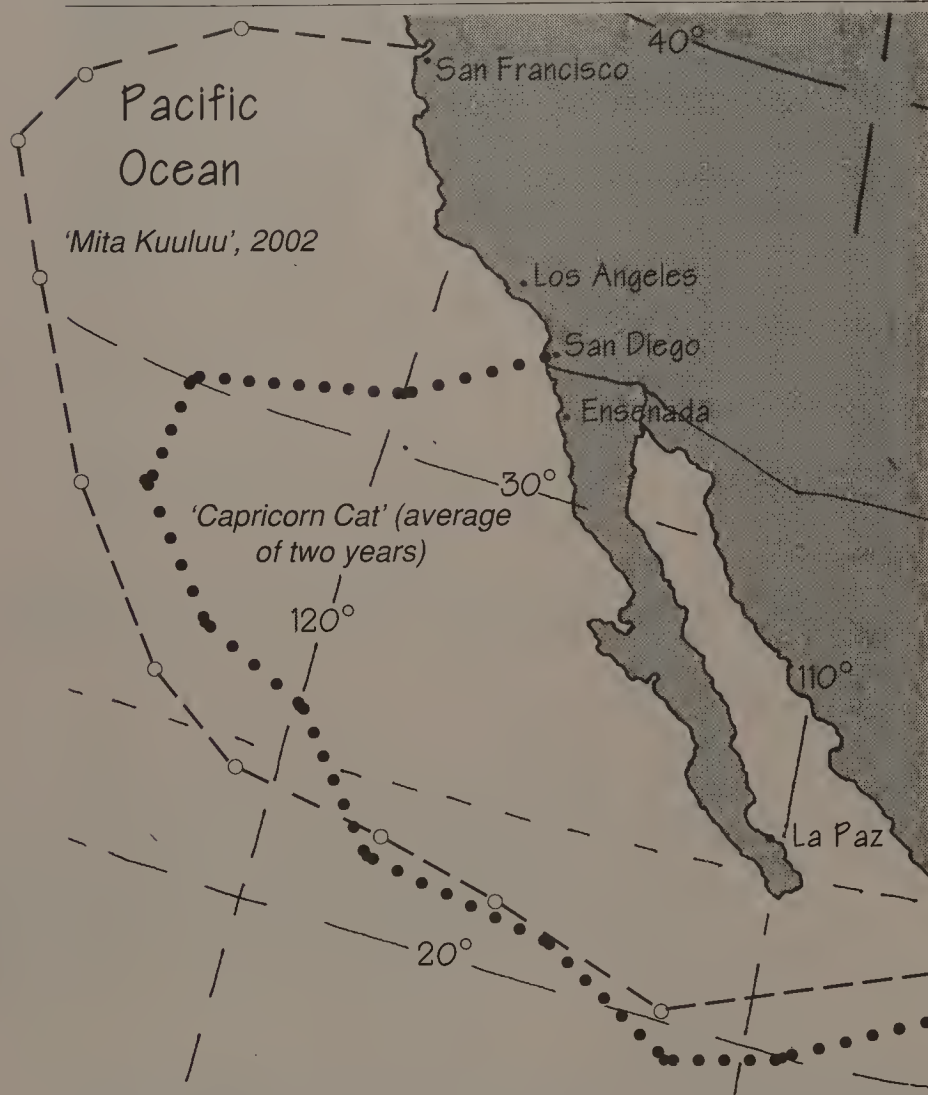
— katriana vader

Editor's Note — The Vaders' seminars are scheduled for 1:30 p.m. on Thursday, 4/24, and 10:30 a.m. on Saturday, 4/26. For more on the show, see the Pacific Sail Expo program included with this issue.

SIGHTINGS

clipper route revisited

It's almost the time of year when Mexico cruisers start heading home. Most will do the often difficult Baja Bash back to California. The alternative is the offshore 'clipper route' — so-called because it's how the



The clipper routes of 'Mita Kuuluu' and 'Capricorn Cat'. If you opt for this way home this year, let us know how it went.

clipper ships used to come north. We have a couple of firsthand reports from folks who got home this way last year. The first is from Bill and Jean — and their cat Kiisa — aboard the Irwin 37 *Mita Kuuluu*, currently in La Cruz, Mexico, but soon to be bound for Hawaii.

"My wife and I did a 'clipper route' passage from Puerto Vallarta to San Francisco in April of 2002. By the time it was over, we had sailed 2,700+ miles in 28 long, cold days on the wind. We've made numerous passages in excess of 2,000 miles, so we are not strangers to offshore sailing.

"We motored out of Banderas Bay on April 3 and set a course directly toward Cabo. When we got wind, we sailed WSW. When there was no wind, we motored toward Cabo. If we had to do it over, we would have motored directly to Cabo before heading west. That would have saved us two days. As it was, it took us four days to reach the northeast wind around 21°N 111°W. The northeast winds varied between 10 and 20 knots, and were pretty consistent. However, we did have short periods of 30 to 40-knot winds and 10-foot seas. We only hove-to for one night when it was blowing 30 knots and there were 15-foot breaking seas.

"As a side note, this is the first time we have ever hove-to out of necessity, and we found it relatively pleasant. In fact, I had to throw something overboard to prove to myself that we weren't moving! We

continued on outside column of next sightings page

parley — cont'd

at sea by armed men can be a frightening experience. The fact that most sailors who cruise Mexican waters have little understanding of local boarding policies, made this meeting particularly enlightening.

Naval Captain Serio Fourzan Esperon explained that Mexico does have serious problems with drug smuggling and, to a lesser extent, gun running, and that Naval personnel may board any vessel in Mexican waters at any time. He clarified, however, that such actions are not intended to intimidate boaters, and there are clearly-outlined procedures which Naval officers will always follow during a routine boarding. For example, at the end of a boarding — which may include a

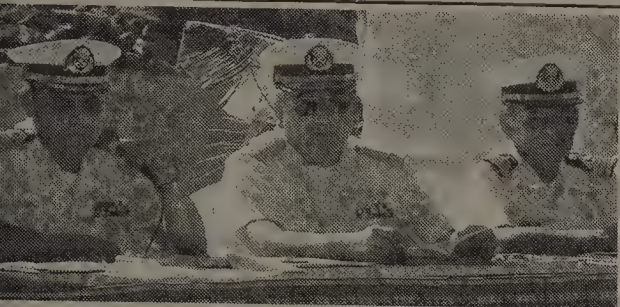
pacific sail expo

Pacific Sail Expo, now in its sixth year at Oakland's Jack London Square, is beginning to feel as much a part of the April tradition as practical jokes and colored eggs. And to carry on another 'tradition,' the 2003 edition — scheduled for April 23 through 27 — will be bigger and better than its predecessors. This year, more than 100 sailboats from 3 (a radio-controlled model boat) to 82 feet will be available for inspection — most of them in the water — more than 300 exhibitors will be ashore under the 'big top', and some 80 or more free seminars are planned. You'll literally be able to talk face to face with company representatives from as close as the Bay Area to as far away as Australia, Asia and Europe. And more than a few of the folks manning the booths will actually be the founders and CEOs. In short, Pacific Sail Expo is the largest all-sail show on the Pacific Rim, it rivals any show you can go to back east and, well, you're just crazy if you don't go.

The show program inserted into this issue will contain most of the information you'll need to organize your attendance. A few things were still evolving, so for the most up-to-date information, be sure to check www.sailamerica.com before you go.

Here are a few highlights that caught our attention:

* 'Discover Racing' is a first-time attraction. Members of the Bay Area Etchells fleet — one of the most active racing classes worldwide — will be in attendance with one skipper and one crew per boat. Showgoers will have the opportunity to become the third man on each boat for a fun introduction to the competitive side of the sport. A sibling program, 'Discover Sailing' will get show goers out on



(L to R) Capt. Sergio Fourzan Esperon, Camandante Laureano Suarez Allen and Capt. Luis Jorge Ochoa clarified boarding policies.

search using a drug-sniffing dog — pleasure boat captains will be asked to verify by their signature whether or not the boarding was conducted professionally, and with respect to “human rights.”

Pamphlets (in English) detailing boarding procedures were distributed to all attendees, and a cordial question and answer session followed the presentation, as well as tours of a Naval patrol boat.

— rilly big shew

the water for a leisurely 45-minute ride on a variety of different craft.

* Among boats making world, North American, National, and/or West Coast debuts, including: the Tartan 4400, Grand Soleil 43, Catalina 387, Swan 82, Corsair 36, and Tom 28.

* On Thursday, April 24, show goers will witness the arrival of two tallships, our familiar local ‘pirate ship’ *Hawaiian Chieftain* and the brand-new *Irving Johnson*, one of two 90-ft sisterships (the other is *Exy Johnson*) built at and by the Los Angeles Maritime Museum and launched just last April. The San Francisco stop is part of the *Irving*’s maiden voyage. The *Irving Johnson* will be available for tours on Friday, April 25, only. The *Hawaiian Chieftain* will be open both Friday and Saturday. (Note: you can sign up to win a crew position on the *Chieftain* at www.sailamerica.com.)

* In an effort to raise safety awareness, the first 100 kids under 12 through the gates on the weekend get free lifejackets.

* A celebrity match race co-sponsored by Treasure Island Sailing Center and PSE sponsors Sail America will feature a demonstration match race aboard J/105s between Bay Area Rolex winners John Kostecki and Liz Baylis. The match racing will be filmed by on board TV hosts — Martin Wyatt of KGO-TV/Channel 7 and Rick Quan of Channel 5/KPIX TV.

* Many exhibitors run after-hours parties. Our Baja Ha-Ha reunion party is on Friday, April 25. (See mention later for times.) All veterans of past Baja Ha-Has are invited, as are all of you who are interested in one day doing a Ha-Ha.

* Seminars are always a big draw for show goers. Here are a few that sound

continued middle of next sightings page

SIGHTINGS

clipper route — cont’d

drank some wine, made a nice dinner, turned on the running lights — and went to bed until the next morning!

"When we got to 33°N 134°W, we made our tack toward the mainland. This will be hard to believe, but we had to motor the last three days into San Francisco Bay! In all, we put 220 hours on the engine, the majority of which was between Puerto Vallarta and Cabo. As we came north, we followed the progress of many of the boats doing the Bash. We arrived in San Francisco before many of them made it to San Diego.

"Would we do it again? Yes — but it's probably not for everyone. I guess it depends on whether you have the stomach for sailing 800 miles in the 'wrong' direction or motoring into head seas. The success of either method depends on luck with the weather, but we prefer to take our chances offshore rather than waiting out weather windows along the Baja coast."

Our second report is from Blair Grinols of the Vallejo-based 46-ft *Capricorn Cat*, currently cruising in the Marshall Islands.

"*Capricorn Cat* has sailed that route to San Diego twice in the last few years, between excursions to the South Pacific and Hawaii. The accompanying chart is a compilation of averaged noon positions for the trips. It turned out the positions from the two trips were fairly close. Each time we ended up about 450 miles west of Cedros Island when we tacked in toward San Diego. Each year we would have preferred to carry the starboard tack northwest to the point where we could have flopped over on port to lay San Francisco, but we were headed by strong northwest winds, so we easily laid San Diego instead. I hope this gives some others hopes of going offshore in order to get back to San Francisco rather than doing the bash. Given the chance, it's definitely the way I'd go again."

There was also a recent article in *48° North* from a fellow who left, if we remember correctly, Cabo and did the clipper route all the way to Seattle with his *Valiant 40*. As we recall, it took him 28 days at an average of not quite six knots.

One thing is for sure when you take the clipper route — there won't be any harbors you can just duck into. If you give it a shot this year, let us know how it goes.

around alone update — leg IV

As we go to press, all but two participants in Around Alone have completed Leg IV from Tauranga, New Zealand, to Salvador, Brazil. But the race's longest leg (7,850 miles) was not without its casualties. In fact, it was the most carnage-strewn yet in this five-leg, singlehanded round-the-world race that started in New York Harbor on September 15. Here's a quick look at the victors and the vanquished in Class I (60-footers) and Class II (40-50 footers).

Class I — Race leader Bernard Stamm (who is poised to become Switzerland's second sailing hero of '03) had to stop in the Falklands for 22 hours of repairs after his 60-ft *Bobst Group Armor Lux* broke its keel-canting mechanism in wild 60-knot conditions on February 23 off Cape Horn. He still finished first on March 10, four hours ahead of France's Thierry Dubois on *Solidaire*, but the 48-hour penalty for outside assistance gave Dubois the leg win. The previous day, Graham Dalton's *Hexagon*, running in third at the time, and Bruce Schwab's *Ocean Planet*, in fourth, both broke booms during round-ups. It was the second boom failure for Schwab, who also broke one in Leg I. Both boats also diverted for the Falklands, but *Hexagon* dismasted before arrival. Unable to make repairs and get to Brazil by the next start, Dalton accepted a tow in to Puerto Madryn, Argentina, and regrettably informed the race committee that he and *Hexagon* — one of the best-funded entries in Around Alone — were retiring from the race. By contrast, Schwab, the shoestring competitor of Class I, made Port Stanley

continued on outside column of next sightings page

SIGHTINGS

around alone — cont'd

in the Falklands with all of \$15 in his pocket. As with other stops, cruising sailors and locals rallied to help him make repairs and get on his way again. He finished last in the leg, but he did finish.

Class II — No shake ups in the hierarchy here. California's Brad Van Liew once again obliterated the competition with his *Tommy Hilfiger Freedom America*, finishing on March 15, almost an entire week ahead of second placer Tim Kent on *Everest Horizontal*. Although he suffered no serious gear problems, Van Liew admits this was the toughest leg — a week after finishing, he said he was still waking up at all hours of the night to imagined on-board emergencies. Japan's Kojiro Shiraishi on *Spirit of Yukoh* was third, his first podium finish. Alan Paris on *BTC Velocity* was a day away from finishing as this issue went out the door.

The big question mark of Leg IV is Derek Hatfield on *Spirit of Canada*. Claiming the race's wildest sea story so far, the 40-footer pitchpoled off the Horn in 70-knot winds and came up without her rig, and with her canting keel mechanism broken. Incredibly, Hatfield himself was uninjured. At this writing, *Spirit* was getting a new mast in Ushuaia, Chile, and Hatfield was intent on making it to Brazil to complete the leg. In order to remain an official competitor, he needs to sail the entire course. This means he must return to the spot where he turned his engine on (already been documented) and sail from there to Salvador. He will receive a 48-hour penalty for stopping in Ushuaia, and (since he won't make it before the Leg V start on April 13) a 24-hour penalty for being late for the start of Leg 5. Race rules state that a competitor must arrive in port within five days of the start of the next leg or be disqualified — except in certain circumstances and at the discretion of the race committee. In this case, the race committee has already granted the dispensation, stating only that Hatfield must remain in port for a minimum of 48 hours. There is no cut-off date at the end of Leg 5. If he sails all the way to Newport, the never-say-die Canadian will remain a viable competitor and officially complete Around Alone.

Thirteen boats started Around Alone six months ago. Ten are left. (Patrick de Radigues dropped out of Class I after Leg 1 due to sponsorship commitments; John Dennis dropped out of Class II during Leg III due to damage he was unable to fix in time.) The first boats should cross the finish line of this 29,000-mile sailing marathon around the first week of May.

Current overall standings: **CLASS I** — 1) *Bobst Group Armor Lux* (SUI), Bernard Stamm, 39 points; 2) *Solitaires* (FRA), Thierry Dubois, 37; 3) *Pindar* (GBR), Emma Richards, 27; 4) *Tiscali* (ITA), Simone Bianchetti, 26; 5) *Ocean Planet* (USA), Bruce Schwab, 22. **CLASS II** — 1) *Tommy Hilfiger Freedom America* (USA), Brad Van Liew, 40; 2) *Everest Horizontal* (USA), Tim Kent, 35; 3) *Spirit of Canada* (CAN)*, Derek Hatfield, 31**; 4) *Spirit of Yukoh* (JPN)*, Kojiro Shiraishi, 28; 5) *BTC Velocity* (BER)*, Alan Paris, 23**. (* indicates 40-ft boats. Others in Class II are 50 feet. ** result pending, boat not yet finished.)

sail expo

like don't-misses to us...

— *Singlehanded to Hawaii in a West Wight Potter 19*. You've read about Bill Teplow's 'incredible journey' last year. Here's your chance to meet him. (4/26, 5:30 p.m., Tent B, Space 318.)

— *Boatbuilding 101: The Building of 'Seayanika'*. Erik and Katriana Vader have been building a cruising boat from a bare hull and deck for two and a half years now — and chronicling the progress (and setbacks) in these pages. If you've ever wondered, planned or dreamed about doing the same, now's your chance to talk to someone who can give you the real-life answers. (4/24, 1:30 p.m., Tent B; and 4/26, 10:30 a.m., Tent B.)

— *Baja Ha-Ha Cruiser's Rally*. This popular rally has gotten a lot of ink in



Above, Brad Van Liew celebrates his fourth consecutive victory. Right, Thierry Dubois' 'Solitaires' rolls into Brazil.



— cont'd

these pages in the last nine years. If you're wondering what it's all about, or interested in someday taking part, come listen to Ha-Ha creator (and *Latitude 38* publisher) Richard 'The Grand Poobah' Spindler give you the lowdown. After his talk, you can hang around and mingle with attendees of the Baja Ha-Ha Reunion Party. (The talk is at 4:30 p.m. on 4/25, Tent B; the Ha-Ha party starts at 6:30).

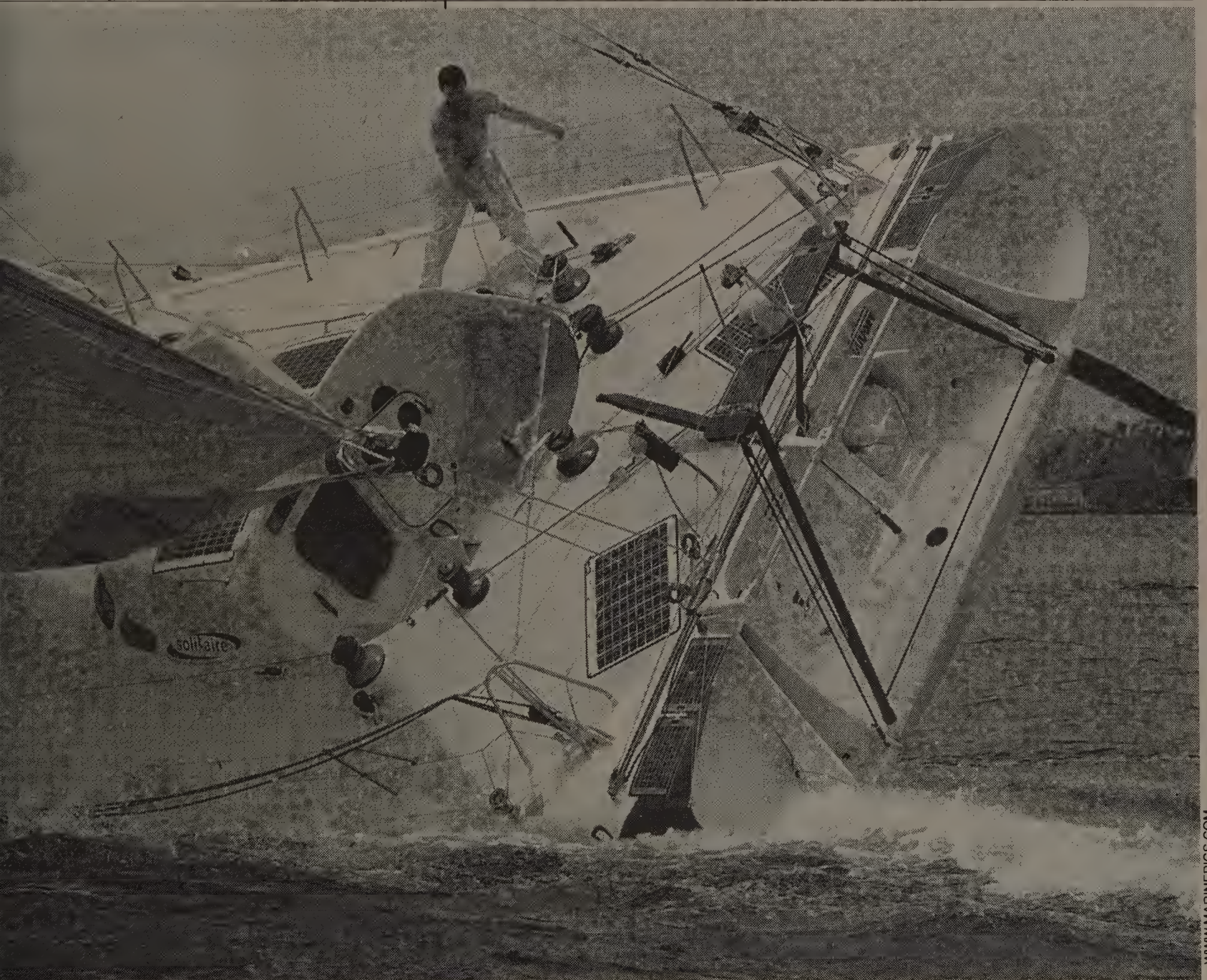
Weekday adult tickets are \$12 at the gate; \$15 on weekends. Two and five-day discount passes are available, as are discount tickets if you order ahead. To do so, log onto www.sailamerica.com and click on 'order tickets'. Or call (800) 817-SAIL. Advance ticket sales close on April 16, after which you must pay full price at the gate.

new tallship to visit bay

Irving and Exy Johnson were modern sailing pioneers. Starting in the 1930s up through the '70s, they introduced generations of young men and women to the wonders of cruising aboard three traditional yachts all named *Yankee*. Irving is gone now, but the legacy of this amazing couple lives on in twin 90-ft brigantines built at the Los Angeles Maritime Institute. Launched a year ago this month, the nearly identical *Exy Johnson* and *Irving Johnson* (both christened by Exy, who will celebrate her 93rd birthday this year) will become part of LAMI's award-winning TopSail Youth Program, which provides on-the-water, educational programs for at-risk and other youth. With a small, professional crew and hundreds of volunteers, the institute provides more than 5,600 youth sailing days to over 70 different schools and youth organizations annually.

While *Exy* is still completing her sea trials, *Irving* has embarked on her (his?) maiden voyage, which includes a stop in San Francisco. The ship will arrive here during Pacific Sail Expo on April 24, and be open for inspection on the 25th from 10 a.m. to 7 p.m. There will also be several opportunities for the general public to sail aboard during her

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SIGHTINGS

new tallship — cont'd

Bay Area visit. On Sunday, April 27, the ship will sail in the Opening Day on the Bay parade from 10 a.m. to 2 p.m., and participate in an exciting mock battle with the *Hawaiian Chieftain* from 3 to 6 p.m. (\$75 for adults, \$35 for kids, call 415-331-3214 for reservations). There will also be a series of three-hour, hands-on sail training cruises on Friday, May 2, and on Saturday and Sunday, May 3 and 4 (\$55 adults, \$35 for kids). Finally, a five-day sail training voyage from San Francisco to Morro Bay is being offered May 5 through 9 (\$125/day adults, \$100/day for kids). For more details and booking information, call Sail San Francisco (the ship's host while she's here) at 415-447-9822, or log onto www.sailsanfrancisco.org. Proceeds of public sails will benefit the Los Angeles Maritime Institute and Sail San Francisco. For more information on the LAMI, go to www.lamitopsail.org.

short sightings

SWITZERLAND — In case you've only recently been thawed out from a weird cryogenics experiment, the America's Cup is now in Switzerland. Ernesto Bertarelli's hot *Alinghi* team, led by Russell Coutts, won the auld mug after beating *Team New Zealand* 5-0. What started out as a pretty good series became a kind of bad joke as innumerable delays postponed the inevitable. The punch line was the Kiwi boat dismasting in the next to last race.

But that's all ancient history now. Now the big news is twofold: where the next Cup will be raced, and what changes are in store for the series.

As for the first, Lake Geneva is way too small for 80-foot racing yachts, so Bertarelli pretty much has his choice of venues almost anywhere in Europe. Countries vying for Bertarelli's eye include France, Spain, Portugal, Malta and Ireland. At last report, Bertarelli was said to be favoring the Atlantic coast of Portugal — mostly because the Portuguese have promised not to create a team (and therefore preclude any need for a defender series). Personally, we'd love to see Malta get the nod. It's central in the Med, it's warm and sunny with good breeze (well, as good as anywhere in the Med) and it's got expansive space in Grand Harbor. And that's just what we'll tell Ernesto when he calls and asks for our opinion.

The Challenger of Record for the next Cup is none other than our own Golden Gate YC, 'homeport' to Larry Ellison's *Oracle/BMW Racing* syndicate. In order to make permanent changes in the way Cup racing is run, the Challenger of Record has to agree to them. Thus, Bertarelli and Ellison have apparently been putting their heads together and have come up with the following proposals:

- * Abandon wind limits — Well, hooray! Boats will be built to hold together in a wider range of wind conditions.

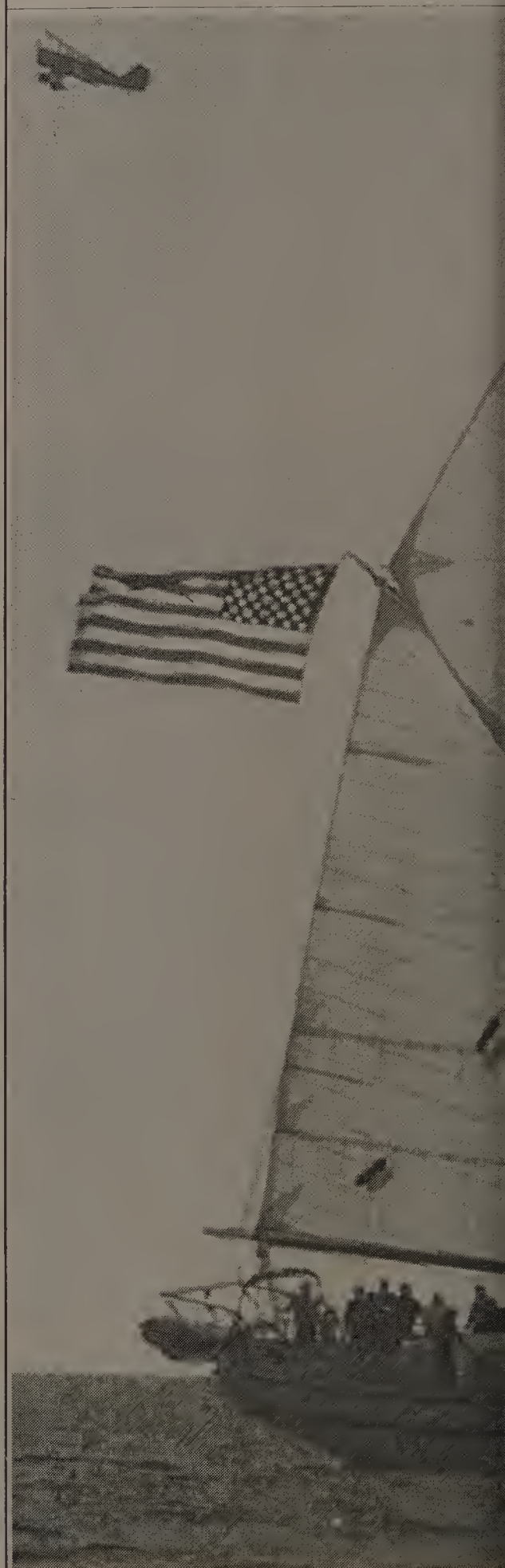
- * Shorter courses, and more buoy roundings to provide more action and limit races to about 90 minutes each.

- * Scrap the nationality rules. Sailors would not have to be citizens of the country for which they sail. Also, teams could buy other people's boats and their performance data. Only the hulls of new boats would have to be built in the team's country of origin. They could buy everything else elsewhere.

- * Shorten the Challenger Series to two months — hooray again! That's about half the time this last one took. There are also plans for both the Challenger and America's Cup races to be run by the same independent body (rather than two separate ones as has been the norm). And for eliminations to actually begin early in the year of the race, and include fleet races. So that boats arriving in the host city for the Challenger Trials will have already earned the right to be there.

The next America's Cup will be held somewhere in Europe in 2007. Estimates are that as many as 20 syndicates may take part.

VIETNAM — It's not exactly swords to plowshares, but in parts of Vietnam, old bomb craters are filled with water and used to raise catfish.



SIGHTINGS

The squeaky-new 90-ft brigantine 'Irving Johnson' sails into the Bay for a week-long visit later this month.



COURTESY LAMIVOLKER CORELL

BIG DADDY REGATTA

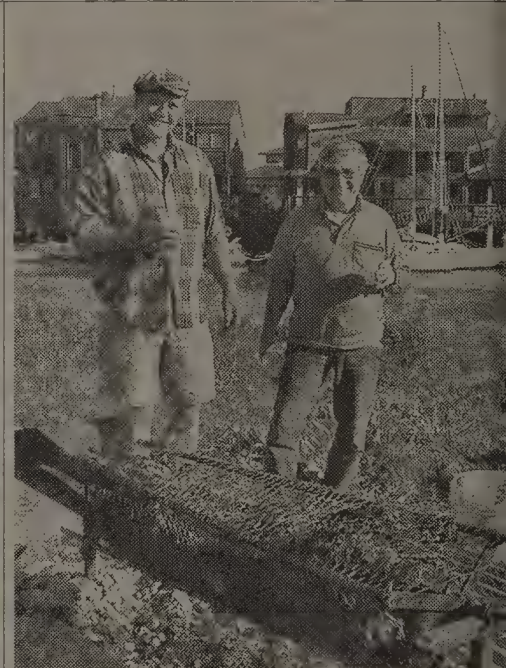
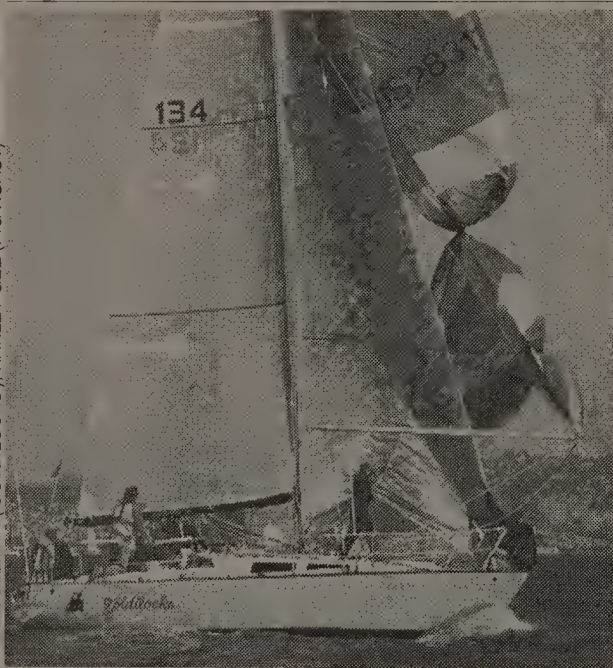
Where does the time go? Was it really over two decades ago that Bob Klein, then commodore of Richmond YC, and Gary Clifford came up with the idea for the Big Daddy Regatta? The inaugural regatta, which we vaguely remember sailing in, drew 70 IOR boats, but was a complete flop windwise — hardly anyone finished on either day. But the format — buoy racing Saturday, a theme party Saturday night, a pursuit race on Sunday, and the concept of "getting serious about having fun" — were well-received, and the regatta prospered.

Fast forward to March 15-16, 2003, when hundreds of sailors on 122 boats helped the Big Daddy celebrate its 21st birthday. The weather was perfect for the casual end-of-winter regatta, with just enough wind to get in two of the three scheduled races on Saturday and for all boats to finish Sunday's pursuit race in decent time. Spirits were high ashore, too, as the racers drank copious amounts of adult beverages and devoured a 200-pound pig which was roasted to perfection beginning the night before.

Real Big Daddy beer, made by a microbrewery in the City of the same name, was on tap after Saturday's racing courtesy of Pineapple Sails, UK Sails and Pirate's Lair T-shirts. The evening party — Big Daddy's 21st Birthday Blow-out — was loads of fun, featuring 'jungle juice', 50¢ jello shooters, and a rock and roll band called Nightmare on Bourbon Street. We're told some people — no names — had a little too much fun but, hey, birthdays are for celebrating! Especially 21st ones!

As opposed to Saturday's semi-serious buoy racing, Sunday's pursuit race around Angel and Alcatraz Islands in either direction was strictly for grins. Historically, a big boat or a Wylie Wabbit wins this low-key parade, and this year it was the latter — Kim Desenberg's Wabbit *Mr. McGregor*, with Johnson 18 owner Mark Briner and Sylvaine Guille-Griffin as crew. Wabbits took 5 of the top 10 spots, and Jerry Keefe's *Haretic*, with recently-returned *Oracle* BMW Racing executive Bill Erkelens aboard, was the

Clockwise from upper left — The welcoming committee; 'Expeditious' to weather of 'Summer & Smoke'; Cindy (left) and Lesa plied the crowd with jungle juice and jello shooters; the ubiquitous J/105 fleet; Div. B winner 'Emotional Rescue' (see 'Classies' if you want to buy it!); chefs Ernie and Andrew on station at the pig roastery; and 'Goldilocks' muffs a spinnaker set. All photos 'Latitude' except as noted.

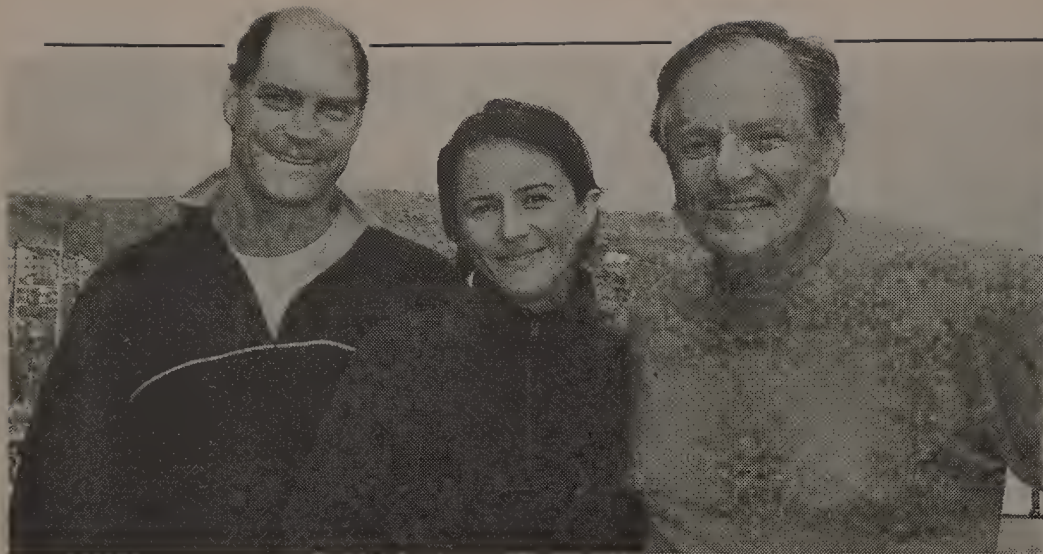


MIKE COLEMAN ('GOLDILOCKS'); HARLEY GEE (PIG ROAST)

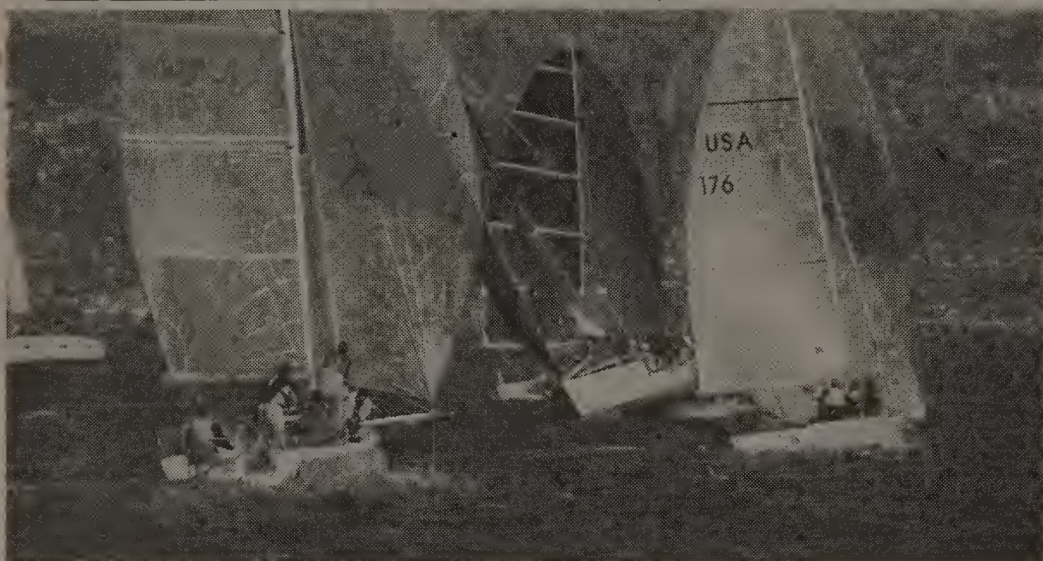
MIKE COLEMAN

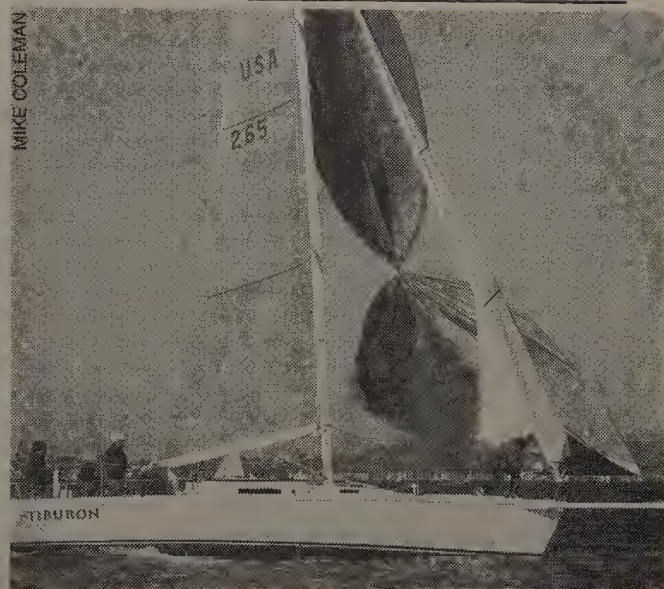
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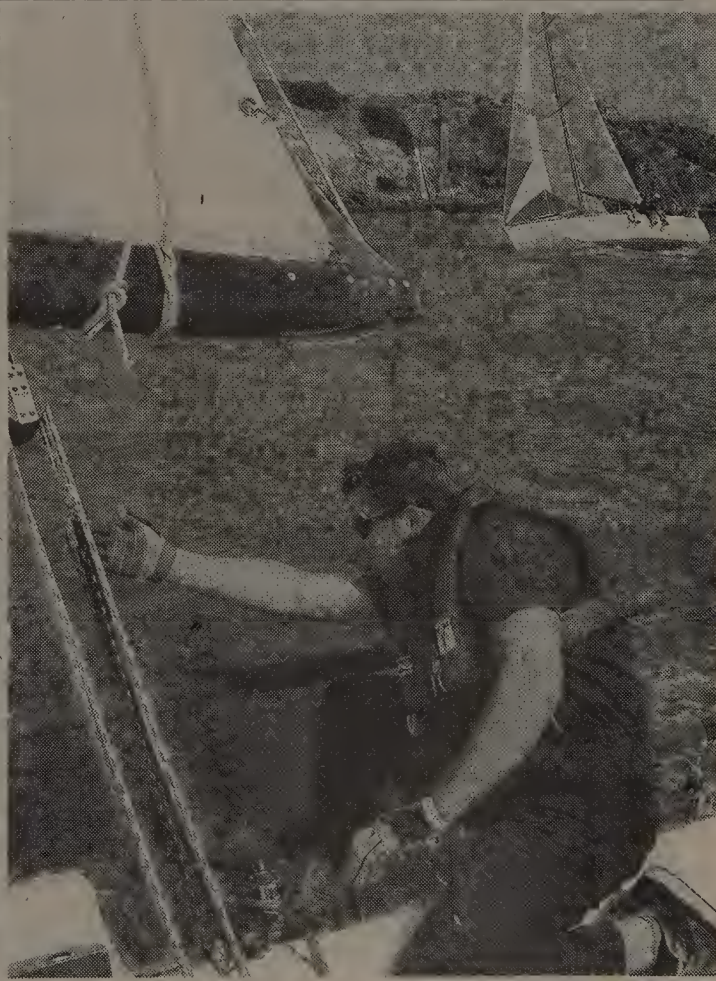
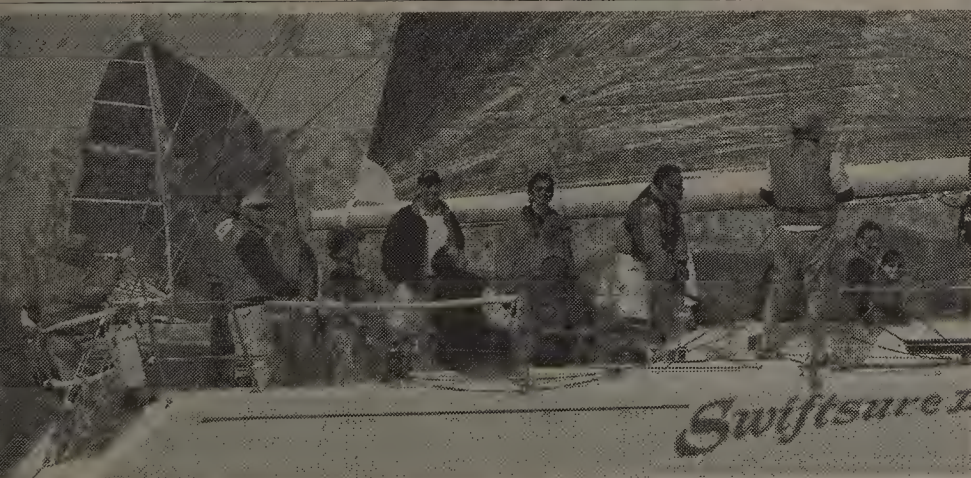


Clockwise from above — Pursuit race winners Mark Briner (left), Sylvaine Guille-Griffin and Kim Desenberg; on board 'Sydney' with 'Prada' sailmaker Dominic Marchal, driver Chris Corlett, and Peter Cameron; Express 37s at the weather mark; and Antrim 27s heading downwind.





From above — An unidentified J/105 performs the traditional second hoist twist; Wabbits love Wichmond YC waces; 'Two Scoops' crewman appears to be encouraging his skipper onward; 'Swiftsure II' sailed with a cast of thousands; the yellow SC 27 'Semiramis' looking perfectly trimmed.



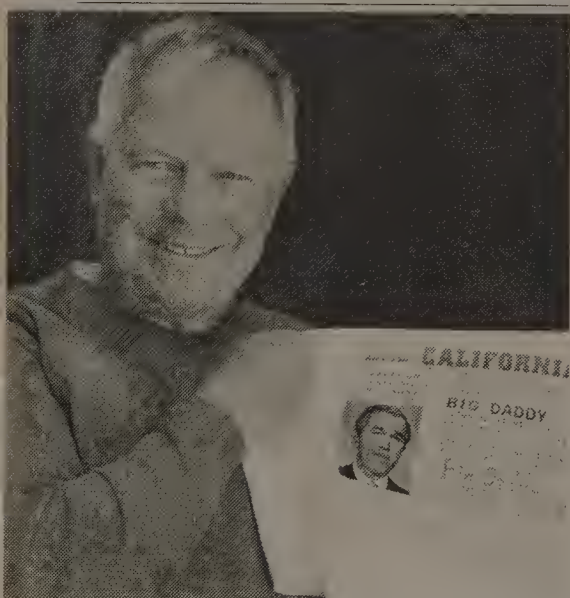
BIG DADDY REGATTA

first 'wrong way' boat. Desenberg, like most of the past pursuit race winners, went clockwise, i.e. Alcatraz first.

"We were still undecided about which way to go halfway up to Angel Island, and then decided to follow Jocelyn (Nash) on her Hawkfarm," said Kim. "We finally passed her on the reach over to Angel Island, and won because the wind was dying in the Straits for the bigger boats. We had a really nice sail, but we were disappointed not to find any pumpkins!"

After Sunday's race, just before the awards ceremony, an auction was held with proceeds going to RYC's junior program. Donations included a haulout at KKMI, a river rafting ride with Mariah Expeditions, a large medical kit from West Marine, and wine from Draper & Esquin.

"It was a really good Big Daddy both in terms of numbers and energy," claimed regatta co-chairman Bruce Nesbit, who was assisted by Doug McVae (big boat circle PRO) and Bruce Bradfute (little boat PRO). Fellow co-chair, Judy Bentsen, who ran the shoreline activities, was also pleased with the weekend.

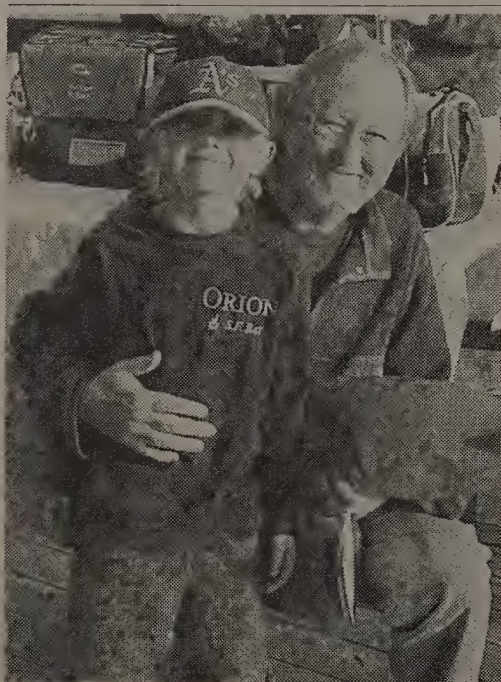


Collector's item — Bruce Nesbit with the controversial regatta T-shirt. Some people loved it, others hated it — lighten up, everybody!

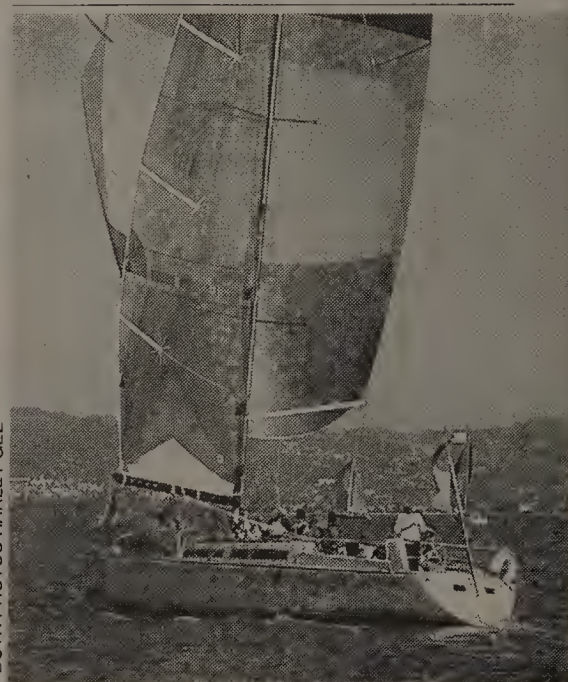
"I'm sure Bob Klein (the regatta's late and much-loved namesake) is smiling down on us," she said. "We had more than 75 volunteers working during the weekend, and I think we really recaptured the spirit of the 'ol Big Daddy."

We'll let the pictures on the accompanying pages tell the rest of the story. Winners are listed below, and complete results and lots of nice color photos can be found at www.richmondyc.org.

— **latitude/rkm**



J/105 winner Gary Kneeland ('Orion') and son Sean, who is still 16 years shy of his 21st birthday. Right, the Santa Cruz 50 'Surfer Girl'.



BOTH PHOTOS HARLEY GEE

DIV. A — 1) **Bustin' Loose**, Sydney 38, Jeff Pulford, 6 points; 2) **Desdemona**, J/120, John Wimer, 6; 3) **Swiftsure II**, Schumacher 54, Sy Kleinman/Steve Taft, 12; 4) **Qui B5**, J/120, John Sylvia, 12. (9 boats; 3 races)

DIV. B — 1) **Emotional Rescue**, Melges 32, Greg Dorland, 5 points; 2) **Sydney**, Sydney 32, Chris Corlett; 3) **Auspice**, Schumacher 40, Jim Coggan, 5; 4) **Bodacious**, Farr One Ton, John Clauser, 6. (8 boats)

DIV. C — 1) **Golden Moon**, Express 37, Kame Richards/Bill Bridge, 3 points; 2) **Spindrift V**, Express 37, The Wrights, 5; 3) **Expeditious**, Express 37, Bartz Schneider, 7; 4) **Elan**, Express 37, Bill Riess, 7; 5) **Mistral**, Ben. 36.7, Andrew Costello, 10; 6) **Kiri**, J/35, Bob George, 12. (14 boats)

DIV. D (J/105) — 1) **Orion**, Gary Kneeland, 3 points; 2) **Aquavit**, The Steiners, 5; 3) **Larrikin**, Stuart Taylor, 6; 4) **Walloping Swede**, Kassberg/Lane, 9; 5) **Tiburon**, Steve Stroub, 13. (12 boats)

DIV. E — 1) **Goldilocks**, Morgan 36-T, Noble Griswold, 3 points; 2) **Cowabunga**, Schock 34, Pat Brown, 3; 3) **Razzberries**, Olson 34, The Nesbits, 8; 4) **Still Searching**, Beneteau OC 440, Richard Millinax, 9. (10 boats)

DIV. G — 1) **Arch Angel**, Antrim 27, Bryce Griffith, 3 points; 2) **ET**, Antrim 27, Baylis/Hedin, 4; 3) **Corsair**, Olson 30, Don Newman, 10; 4) **Max**, Antrim 27, Bryon Wade, 11. (10 boats)

DIV. H — 1) **Ixxis**, Olson 911-S, Ed Durbin, 4; 2) **Enigma**, Capo 30 mod., Bob Hultman, 6; 3) **Redux**, Olson 911-S, Nick Barnhill, 7; 4) **Jeannette**, Tartan Ten, Henry King, 8. (12 boats)

DIV. J — 1) **Motorcycle Irene**, Express 27, Will Paxton, 3 points; 2) **Mr. McGregor**, Wylie Wabbit, Kim Desenberg, 5; 3) **Wile E. Coyote**, Express 27, Dan Pruzan, 10; 4) **Wabid Against War**, Wylie Wabbit, Erik Menzel, 15; 5) **The White Boat**, Wylie Wabbit, Andy Hamilton, 15; 6) **Kwazy**, Wylie Wabbit, Colin Moore, 16; 7)

Furrari, Wylie Wabbit, 19. (18 boats)

DIV. K — 1) **Triumph**, WylieCat 30, Jake Cartwright/Steve Seal, 2 points; 2) **Silkye**, WylieCat 30, John Skinner, 4; 3) **Uno**, WylieCat 30, Steve Wanner, 6. (8 boats)

DIV. M — 1) **El Gavilan**, Hawkfarm, Jocelyn Nash, 3 points; 2) **Froglips**, J/24, Richard Stockdale, 5; 3) **Spirit**, S&S 32, Steve Lewis, 7. (8 boats)

PURSUIT RACE — 1) **Mr. McGregor**, Wylie Wabbit, Kim Desenberg; 2) **Silkye**, WylieCat 30, John Skinner; 3) **El Gavilan**, Hawkfarm, Jocelyn Nash; 4) **White Boat**, Wylie Wabbit, Andy Hamilton; 5) **Hare Ball**, Wylie Wabbit, Gerry Gorski; 6) **Ixxis**, Olson 911-S, Ed Durbin; 7) **Kwazy**, Wylie Wabbit, Colin Moore; 8) **Haretic**, Wylie Wabbit, Jerry Keefe; 9) **Auspice**, Schumacher 40, Jim Coggan; 10) **Bustin' Loose**, Sydney 38, Jeff Pulford. (95 boats)

BIG DADDY REGATTA PURSUIT RACE WINNERS

YEAR	YACHT	TYPE	OWNER
1983	Chimo	N/M 41	Chuck Winton
1984	High Risk	Smith 43	Wayne Kipp
1985	Chimo	N/M 41	Chuck Winton
1986	Annallse	Wylie 34	Paul Altman
1987	Wolfpack	Donovan 30	Leland Wolf
1988	Jazz	Ben. One Ton	Rod Park
1989	Race was thrown out because of missing mark		
1990	National Biscuit	Schumacher 35	Colin Case
1991	Albatross	Ultimate 30	Colin Case
1992	Terminator	Serendipity 43	Chris Corlett
1993	Blackhawk	J/105	A. Ball/C. Corlett
1994	Bravura	Farr Two Ton	Rob Anderson
1995	Bullseye	N/M 43	Bob Garvie
1996	Jobe	J/44	Jim Archer
1997	Rumbleseat	30 Sq. Meter	Mark Rudiger
1998	Scorpio	Wylie 42	John Siegel
1999	WPOD	Wylie Wabbit	Andy Hamilton
2000	Goldilocks	Morgan 36	Noble Griswold
2001	Mr. McGregor	Wylie Wabbit	Kim Desenberg
2002	Bullseye	N/M 50	Bob Garvie
2003	Mr. McGregor	Wylie Wabbit	Kim Desenberg

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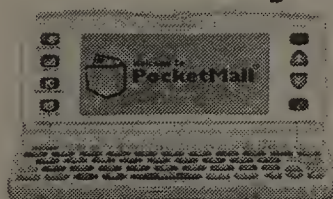
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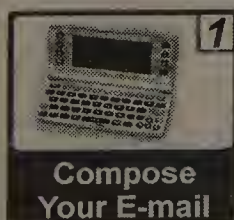
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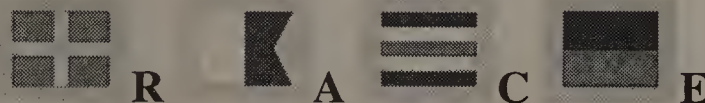
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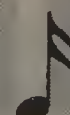
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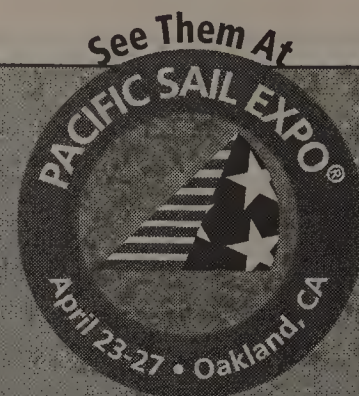
MARINA VILLAGE



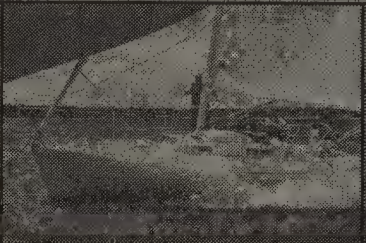

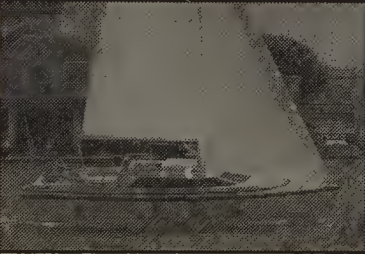
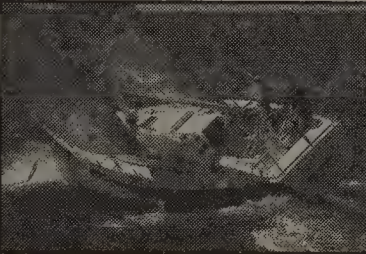

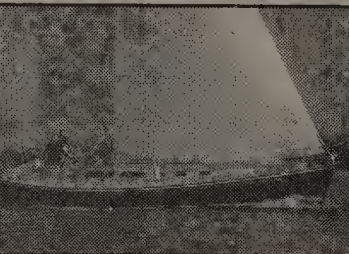
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PACIFIC PUDDLE JUMP, PT I

For generations, courageous ocean voyagers have set sail from the Mexican coast in early spring, bound for the storied isles of the South Pacific.

But in recent years, as the cruising phenomenon has grown, the annual westward migration has taken on an entirely different character. It used to be that only the saltiest of sailors dared to attempt the 2,800-mile crossing to French Polynesia — with virtually no outside contact. But today, roughly 50 boats a year complete that passage, which we've dubbed the Pacific Puddle Jump. And while they rarely travel in company with one another, they do keep in touch via daily radio scheds to share weather info, position reports, and humorous anecdotes.

We held our first Pacific Puddle Jump Kick-Off Party six years ago with the intention of acknowledging in print the bold adventure that these brave sailors were about to undertake. And today, the tradition is much anticipated among each new class of Jumpers — if for no other reason than that we give them free beer, a snazzy Puddle Jump burgee and 15 minutes of fame in these pages.

Latitude's generous co-hosts this year were the Paradise Village Resort and Marina and the brand new Vallarta Yacht Club, which provided their facilities and hors d'oeuvres for the event.

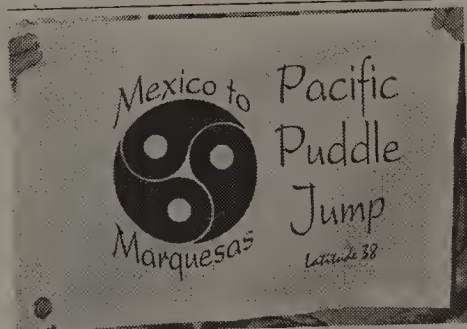
With that, let us introduce you to the Pacific Puddle Jump Class of 2003:

Mita Kuuluu — Irwin 37

Bill Yeargan & Jean Strain, S.F.

The first couple we interviewed proved to be one of the most experienced crews

Jean and Bill love offshore sailing. If their kids weren't so fertile they'd circumnavigate.



in the fleet. Between the two of them, Bill and Jean have made more than a half-dozen major bluewater passages between the West Coast and Hawaii, as well as a trip to the Marshalls.

This time, unlike most Puddle Jumpers, they'll set their sights on Hawaii again, rather than French Polynesia.

They expect to circle back to Baja next fall, then head south to Panama, with the eventual goal of visiting Peru and Chile.

Why all the West Coast circuits rather than a circumnavigation? "We can't keep our kids from getting pregnant! We have

five daughters and they're all extremely fertile!" says Bill with a chuckle.

Cruising on a modest boat with a limited budget, Jean and Bill feel that getting into the cruising life is more about having the will to go, than a boatload of money. "We decided that we weren't going to squander our youth on saving money," says Bill, adding that if they run out of cash, they'll simply find work somewhere. In the meantime, Jean, a nurse by profession, has been doing a lot of volunteer work and, together, she and Bill have been supporting a poor Mexican family in La Cruz.

Tabor Main — Norfork 43

Ronald & Trudy McDonald, Vancouver, BC

Tabor Main sounds remotely nautical, but what does it mean? Ron explains its origin: "Well, tabor is an old Scottish word meaning "to beat" and main refers to water. Actually, I got drunk one day and just decided to name her *Tabor Main*." With any luck, though, they'll do relatively little beating during their circumnavigation via the tropics.

These days, one of the most hotly-debated questions among would-be circumnavigators is whether to brave the Red Sea and the Suez Canal or tough it out rounding Africa's Cape of Good Hope. Ron and Trudy are definitely looking forward to the Africa option.

Back when Ron was only 10, working on his father's commercial fishing boat, he first had the idea of building his own boat and sailing around the world. A half century later he launched *Tabor Main*, having built her 500 miles inland in central B.C. Now, he and Trudy are about to embark on the second part of that



childhood dream. They're well prepared, having spent the past 20 years exploring Northwest waters aboard rental boats prior to *Tabor's* launch in 1995.

Dragon Star — Corbin 39

Nick Fenger, Catharine Ascah & Rik Dove, Victoria, B.C.

This threesome of Canadians are all avid British Columbia sailors who began preparing for their South Pacific circuit two years ago. Although they'll eventually be heading for French Polynesia, they plan to jump off from Acapulco and visit the Galapagos Islands en route — just a wee bit of a deviation off the rhumbline.

Catharine's inflatable crewmen don't do much work, but they don't talk back, either.



— GOING, GOING, GONE



No doubt the envy of their friends and former dockmates back home, the Puddle Jump Class of 2003 is heading for new horizons

Not many Pacific cruisers go that route, as that equatorial cluster of isles lies smack in the middle of the doldrums and it's almost a 3,000-mile passage from there to the Tuamotus. Nevertheless, we can attest that Darwin's fabled islands are some of the most fascinating on the planet. It used to be that sailboats in transit were only allowed 72 hours in the archipelago, but as Catharine explains, regulations have eased somewhat: "Any boat can go to the Galapagos for 30 days as long as it anchors in one of the two main ports." She and the boys plan to leave *Dragon Star* on the hook and cruise the islands aboard a tourist boat, as fees to cruise your own boat through these environmentally-fragile islands are beyond most cruisers' budgets. "You'd have to pay \$200/person/day, plus \$200/day for a licensed guide.

Since neither Nick nor Rik could attend our little shindig, Catharine decided to draw their faces, in effigy, on a couple of balloons so they, too, could say they were pictured in *Latitude*.

Integrity — Aleutian 51
Mike Phillips & Linda Hammerschmith
San Diego

It's fair to say that Mike and Linda

are also taking a non-traditional route to French Polynesia. They began two years ago with a trip to Mexico, then followed the old Clipper Route north to Hawaii. After a month in the islands they continued north to Sitka, Alaska, and in the spring began exploring the best of the Pacific Northwest — Desolation Sound, the San Juans and a circumnavigation of Vancouver Island. "During our winter in Alaska we saw 8 inches of snow on deck three times," recalls Mike. "After that, we're ready for the tropics," says Linda with a smile. Looking ahead, they are most excited about seeing the Tuamotus, Cooks and New Zealand.

Although they seem pretty young to be officially retired, Mike's T-shirt made his position perfectly clear: "Will not work. . . for anything."

Sisiutl — Gulfstar 44
Bob & Laurie Bechler, Portland, OR
As some readers may remember, Bob and Laurie claim that *Latitude 38* "ruined" their mundane, predictable lives. During their annual Cabo San Lucas vacation in '98 they marveled at the incoming fleet of Baja Ha-Ha boats, and began dreaming about going cruising themselves. Sadly, their lives haven't

been mundane nor predictable since.

Almost immediately after leaving Puget Sound on their trip south, they had to tough it out in horrendous conditions — "We were hanging on for dear life!" — which tested their mettle and caused them to change their game plan. Instead of heading back to those tumultuous latitudes after a visit to French Polynesia, they now intend to spend at least several seasons gunkholing around the South Pacific. Rather than beelining west along the cruiser milk run, they intend to explore French Polynesia, then head north to the Line Islands before continuing west.

Their advice to the wannabees back home: "Don't wait. The 'to do list' will *never* be done; you will *never* be financially secure enough; you will *never* have the experience you think you need; and the present day-to-day pressures will *never* diminish."

Merlin's Magic — Custom Ketch
The Byatt Family, Calgary, AB

When they sat down to be interviewed, young Tomos, 15, had just won a door prize for this joke: "A pirate with a peg leg, a hook on one arm and an eye patch walks into a bar. 'What happened to your leg?' asks the bartender. 'A shark bit it off.'

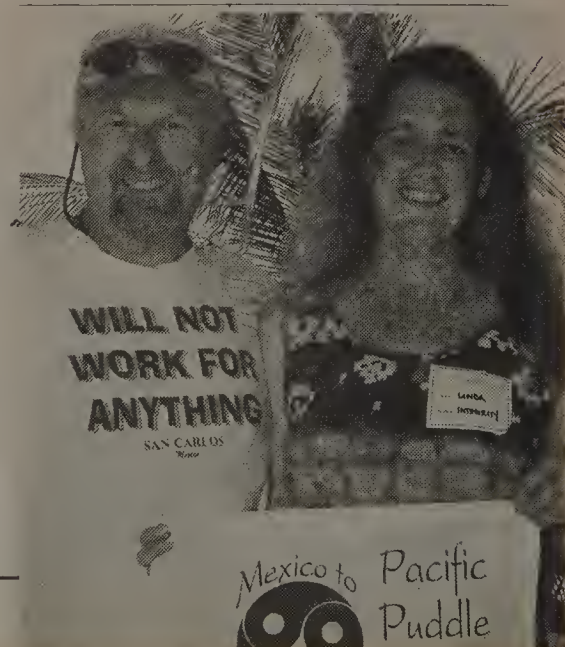
'And how did you lose your arm?' 'A shark bit it off.

'What about your eye?' 'A bird shit in it.'

'But that wouldn't cause you to lose an eye.' 'It was the day after I got my hook!' said the pirate.

Bright, cheerful and capable of telling a joke to a roomful of people without forgetting the punchline, Tomos seems primed for the adventure of a lifetime.

Mike and Linda of 'Integrity' think working is overrated — for them it's playtime now.



PACIFIC PUDDLE JUMP, PT I

Having been home-schooled in Calgary for two years prior to setting sail with mom and dad, he's had little trouble adjusting to his onboard routine.

His father, John, says the highlight

we met the crew of *Adventure*, four 'wild and crazy guys' newly-graduated from college and their fearless captain, David — a full-grown adult. It's not that the makeup of the crew is so odd, but they're planning on a complete circumnavigation in Dave's luxurious motoryacht — a first in the six-year history of the Puddle Jump.

Dave sold his successful business in the summer of 2001 and bought *Adventure* on the West Coast a month later. Since then, he and his wife did a shakedown cruise to British Columbia before their son Scott, 22, and his buddies signed on for the circumnavigation. (Mom will fly in to join the boat periodically.)

The low point of *Adventure's* cruise so far was disassembling a faulty head — which "geysered" sewage all over crewman Matt, while one of the most

memorable highlights was when the boys got to judge a lap dance contest in Cabo.

Dave and the boys plan to be around the globe and into the Caribbean within two years. No doubt they'll win the prize for the largest expenditure on fuel.

Pau Hana — Moody 46 Graham Farrar & Sara Shaw Santa Barbara, CA

Graham had to laugh when he explained that *Pau Hana* means "after work" in Hawaiian. A novice cruiser when he bought her, he actually thought his 'working days' were over just because he no longer had to hold down a day job.

A veteran of the dot.com revolution, Graham was one of the lucky ones who cashed out before the bubble burst. So now, at 25, he's seemingly got it all: a beautiful boat, well-stocked with water-sports toys, an ample cruising kitty and a lovely fiancé who shares his dreams. Although Sara sailed dinghies a bit as a

kid, she confesses that her primary sailing prep before taking off with Graham was a week at J/World.

Today, after a year of living aboard and honing their skills, they're off on an open-ended circumnavigation in search of good times and great surf. We have to admit, we're jealous as heck.

Orion — CT 49 Mike & Heather Hibbetts, S.F.

For those of you who think you'll never find your Snow White or Prince Charming, check out Mike and Heather's story. She caught a last-minute ride south in the '99 Ha-Ha, met Mike in



Sara and Graham of 'Pau Hana' have more spunk than experience, but they're rarin' to go. You'll find them wherever the surfing is primo.

Cabo (who'd sailed down the year before) and agreed to crew for him for a few months — but no funny business, they agreed it would be strictly-platonic. Fast forward three years and we find that they're very much in love, recently married and are about to sail around the world together. Nice, eh?

Actually, even their idyllic situation has occasional wrinkles. Shortly before we went to press we learned that Mike had to have an emergency appendectomy — ouch! — so the Puddle Jump is suddenly on the back burner. We've included them anyway, though, as we know they'll continue chasing their dreams as soon as Big Mike is healthy again.

Wind Spirit — Slocum 43 Barry & Sue Swackhamer, S.F.

Speaking of chasing your dreams: Sue always wanted to go to Nepal and see Everest, so after she finally made that trip she told Barry it was his turn. His dream, as you might have guessed, was to sail around the world.

For the 10 years prior to leaving the Bay, they polished their sailing skills by taking classes at Spinnaker Sailing and Club Nautique, then chartered bareboats — once in Tahiti — and joined a hands-on sail training cruise from the Marquesas to Tahiti aboard Orange Coast College's *Volcano*. Actually, they've been to Tahiti three times already, but we have a feeling they'll be more excited than ever when they make their Tahitian landfall this time.

Their long-term game plan is to island-hop west to New Zealand or Aus-



Living a dream that most families can't even conceive of, the Byatts will undoubtedly come back with memories that will last a lifetime.

of their eight-month trip to date was their stay in Mag Bay where they spent six weeks in an idyllic anchorage buffeted by pristine sand dunes. And among the few boats they shared the spot with was another family that has a kid Tomas' age, with whom he is staying in touch.

Plans for the family's open-ended cruise are flexible, but as Anne (mom) says, "We'll keep going until we get sick of snorkeling and warm water." After enduring many Canadian winters, that may be a long time off.

Adventure — Nordhavn 62 M/Y Dave Crannel & 'the boys' Riverview, FL

Just when we thought we'd seen it all,

We can pretty much guarantee that the 'Adventure' crew is going to have a good time on their circumnavigation — at least while in port.



tralia, then either keep going or ship *Wind Spirit* to the Med and continue on from there. "The boat's definitely going around the world," says Barry. "We just don't know if it will be on it's own bottom or not."

Hoonah — Cal 40

Erik & Lisa Hauge, Hood River, OR

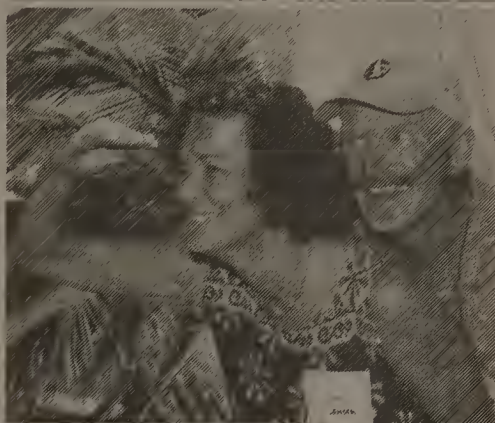
Some folks go to Vegas or Hawaii on their honeymoon, but this bright, good-looking couple will be celebrating their nuptials with several weeks of standing three-on, three-off watches while crossing the Pacific. That's not every newlywed's idea of 'livin' it up' perhaps, but the payoff once they reach their Polynesian landfall should be well worth the trouble.

Formerly residents of Hood River, OR, both Erik and Lisa are avid windsurfers and wave surfers who seem to be well-suited to the cruising lifestyle. "We've been dreaming about doing this forever, but we've only had the boat two years," they explain. (Erik learned to sail El Toros at age 9.) *Hoonah*, an Indian name from the Northwest, was formerly called *Uhura* and is one of many Cal 40s that's got a lot of sea miles under her keel. She did a circumnavigation years ago, and in '97 she was sailed south from Alaska by her previous owners, who participated in the Ha-Ha. Erik and Lisa bought her up in Juneau, so their shakedown cruise

Some of the younger Puddle Jumpers — Mike and Heather of 'Orion', and Erik and Lisa of 'Hoonah' — took over the stage at Phillo's Bar. No, they can't really play these instruments, but after a few shots of tequila . . . who cares?

was south through the Inside Passage and on into Puget Sound. Nice.

Now they're off on an open-ended cruise to points west, with the idea of



"Arrrgh, does that be land ahead?" Brent and Jill of 'Loncia' are bound for Hawaii, then will probably head to Alaska for a little variety.

reassessing their game plan once they reach New Zealand. And, no, they are not dot.com millionaires. As Eric puts it, "We just worked really hard and saved our money." There's a lesson in that for the rest of us.

Loncia — Baba 40

Brent & Jill Peterson, Bainbridge Is., WA

Having sailed the waters of the Pacific Northwest for 20 years, Brent and Jill headed south to the sunny Mexican latitudes with the 2001 Ha-Ha. Although they do plan to travel deep into the South Pacific someday, this spring they're bound for Hawaii, then north to Alaska before heading home to Washington. "When you're sailing home from Hawaii,

it's only a few hundred miles more to Alaska," says Brent with a grin, "so why not." Back home, they'll replenish their cruising kitty in anticipation of heading out again relatively soon.

They've both greatly enjoyed their year in Mexico, but by now they're itching to get offshore again. Brent and Jill both love the solitude of the open ocean, especially those "24-hour spinnaker runs!"

"It's r-e-a-l-l-y exciting to be heading off on a 2,500 mile passage," says Brent with raised eyebrows. "That's the piece that's been missing!" Jill's broad smile confirmed that she, too, has been craving the solitude of the open ocean.

Blue Sky — Downeaster 45 Cutter **Bart & Gretchen Carlos, Oceanside**

Maybe it's because Bart is a super-nice guy, or perhaps it's because he dozed off during a pre-Puddle Jump meeting, but one way or another he got



"Who me? Head Honcho?" Bart didn't exactly volunteer for the gig, but he's done a fine job. And with Gretchen's help he'll soon see Tonga.

shanghaied into acting as this year's head honcho, responsible for (among other things) assembling the fleet database of boat specs and contact info.

He and Gretchen tell a funny story that many Mexican marina tenants can probably relate to. They'd come south in '96 after retiring, and soon fell in love with Mexico's cruising grounds and its wonderful people. They were happy and content, never really intending to continue on to the South Pacific. But after waving good-bye to boatload after boatload of westbound friends every spring for several years, they finally asked themselves, "Hey, why aren't we going too? If they can do it, so can we."

Since then, they've spent two solid years refitting their trusty boat from stern to stern, and now she's probably better than ever. High on their list of 'must see' destinations is the "friendly kingdom" of Tonga where some old friends have



PACIFIC PUDDLE JUMP, PT I



'Real Bill' and Helen recently struck up a partnership that blends their ambitions, and will take them across the 'puddle' to New Zealand.

promised to introduce them to the king and queen. No doubt they'll share a bowl of kava with the regal couple. Now that's a picture we'd like to see in these pages.

Quest — Westsail 32

**"Real Bill" Andrews & Helen Fox
Auburn, WA**

There's never any shortage of interesting people doing the Puddle Jump. Take Bill and Helen, for example. Bill singlehanded down from Washington with the idea of continuing west this sea-

son, alone, we presume. But then he met Helen at a pre-Puddle Jump meeting — she was looking for a ride to New Zealand after having successfully hitchhiked

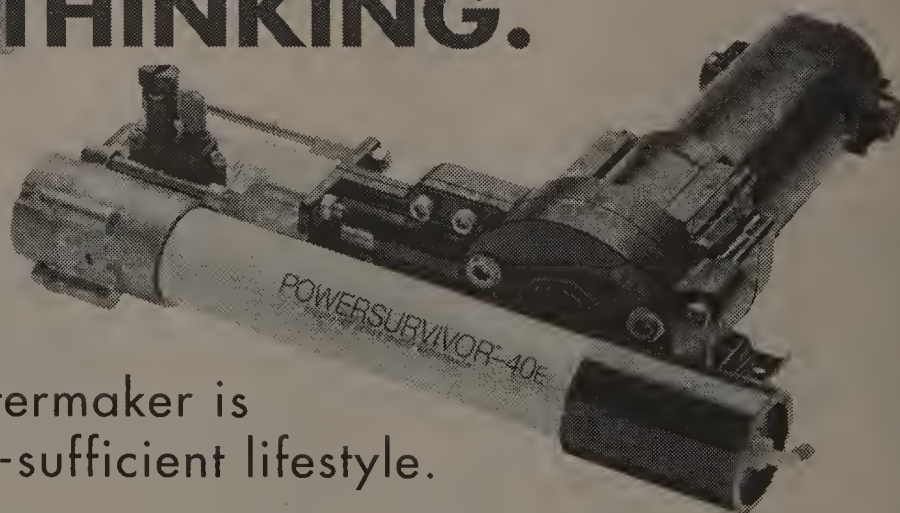
down from Canada on several other boats.

As if that's not interesting enough, Helen — who seems to have the wan-

2003 PACIFIC PUDDLE JUMP FLEET

Boat Name	Crew Names	Boat Type & Size	Homeport
<i>Akauahelo</i>	Brent & Susan Lowe	Royal Passport 47	Seattle, WA
<i>Adventure</i>	David Crannell and the boys	Nordhavn 62 MN	Riverview, FL
<i>Anore</i>	Chadie & Jean Sheppard	N/A	N/A
<i>Barefoot</i>	N/A	N/A	N/A
<i>Blue Sky</i>	Bart & Gretchen Carlos	Downeast 45	Oceanside, CA
<i>Bonne Idée</i>	Chris Goode & Becky Swan	Pacific Seacraft 40	San Francisco, CA
<i>Celestial Zephyr</i>	Dan Zepnewski	Fuji 45	San Diego, CA
<i>Citation</i>	Kevin & Betty Donohoe	N/A	N/A
<i>Cookie Cuffer</i>	Peter McMartin & Connie Morahan	N/A	N/A
<i>Danseuse Del Al</i>	Michael & Mary Brooks	N/A	N/A
<i>Dragon Star</i>	Nick Fenger & Cathahne	Corbin 39	Victoria, BC
<i>Dragon's Lair</i>	Bill Kutlesa & Gayle Summers	Peterson 44	San Diego, CA
<i>Evolution</i>	The Gross Family	Paine 20 meter	Elfin Cove, AK
<i>Fiddler's Green</i>	Sue Fox & J.T. Meade	Celestial 48	Northridge, CA
<i>Fluid Motion</i>	Stephanie	N/A	N/A
<i>Freebird</i>	Dave Howell & Judy Hayden	Custom 42 cat	Camano Is., WA
<i>Hoonah</i>	Erik & Lisa Hauge	Cal 40	Hood River, OR
<i>Integrity</i>	Michael J. Phillips & Linda Hammerschmith	Aleutian 51	San Diego, CA
<i>Interlude</i>	Kurt & Katie Braun	Deerfoot 74	Georgetown, CI
<i>Jabulanl</i>	Raymond & Lyn Fripp	Caliber 40	San Diego, CA
<i>Kemo Sabe</i>	Al Melssenburb & Kathy Feyk	Columbia 9.6	Dana Pt., CA
<i>Kim Thu</i>	Hal & Kim Leland	McIntosh 47	Edmonds, WA
<i>Kuay</i>	N/A	N/A	N/A
<i>Loncia</i>	Brent & Jill Peterson	Baba 40	Bainbridge Is, WA
<i>Meriah</i>	Larry & Nicky Peck	Herreshoff 50	Victoria, BC

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— GOING, GOING, GONE

derlust of a 1960s backpacker — is ultimately heading for Tibet, where she plans to put her nursing skills to work in refugee camps.

Bill, too, is a man on a mission. A 'quest' actually, in that he's had fantasies about crossing the Pacific for over 30 years. Both are spunky and upbeat,



Rather than just buying a stock boat, Hal and Kim went off to Taiwan where they supervised the construction of 'Kim Thu'.

and we'd bet their new partnership serves them well, as they both obviously have a thirst for adventure. Bill already has one crossing from Japan and two from Hawaii under his belt. "I have to admit, I don't have a burning desire to see the South Seas, I just love bluewater passages!" Helen, who sails dinghies in Eastern Canada, intends to visit China and Russia en route to England, then — you guessed it — hitch a ride back to Canada on a sailboat.

Boat Name	Crew Names	Boat Type & Size	Homeport
<i>Merlin's Magic</i>	John, Ann & Tomos Byatt	Custom 55 ketch	Edmonton, AB
<i>Mermaid</i>	Mike, Robin & Austin Stout	Aleutian 51	Los Angeles, CA
<i>Mi Gitana</i>	Michele Scott & Joe Jenners	Hans Christian 48	San Diego, CA
<i>Minitaka</i>	Mark, Robin, Eitan	N/A	N/A
<i>Mita Kuuluu</i>	Jean Strain & Bill Yeargan	Irwin 37	San Francisco, CA
<i>Mokisha</i>	Tom	N/A	N/A
<i>Orion</i>	Mike & Heather Hibbetts	CT-49	San Francisco, CA
<i>Pau Hana</i>	Graham Farrah & Sara Shaw	Moody 46	Santa Barbara, CA
<i>Piper</i>	Ann & Erhard Hermann	C&C 40	Vancouver, BC
<i>Priceless</i>	Karen & Mike Cregan	N/A	N/A
<i>Quest</i>	Bill Andrews & Helen Fox	West sail 32	Auburn, WA
<i>Reunion</i>	Dennis & Marta	N/A	N/A
<i>Rouser</i>	Eric & Angla Siegel	N/A	N/A
<i>Scot Free</i>	Garry & Lisa Blackwood	West sail 32	Victoria, BC
<i>Seaductress</i>	Fred Cassell	Custom 45 sloop	Oxnard, CA
<i>Seafire</i>	N/A	N/A	N/A
<i>Shadowfax</i>	Karl Morrow & Julie Summers	Islander 44	Ventura, CA
<i>Sisiutl</i>	Bob & Laurie Bechier, & Paco Anda	Gulfstar 44	Portland, OR
<i>Sorcery</i>	Rob McCailum	N/A	N/A
<i>Starlight Express</i>	Al & Betty Barflett	N/A	N/A
<i>Sunseeker</i>	Anne & Charlie	N/A	N/A
<i>Tabor Main</i>	Ronald & Trudy McDonald	Norfolk 43	Vancouver, BC
<i>Temerarius</i>	Eric Nesbitt & Ann Granger	Custom 49 ketch	Detroit, MI
<i>Tyee</i>	N/A	N/A	N/A
<i>Waking Dream</i>	Ben & Lisa Newton	N/A	N/A
<i>Whisper</i>	Robin & Duncan Owen	N/A	N/A
<i>Wind Spirit</i>	Barry & Susan Swackhamer	Slocum 43	San Francisco, CA
<i>Wiskun</i>	Kjartan Jekkingstad & Ellen Lee-Kwen	Samson 45	Vancouver, BC

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PACIFIC PUDDLE JUMP, PT I

Kim Thu — McIntosh 47
Hal & Kim Leland, Edmonds, WA

Having met so many fascinating folks in one afternoon, we thought that sooner or later someone would turn up with a relatively mundane background. But that's certainly no description of Hal and Kim.

For starters, they lived part time in Taiwan so they could oversee the building of their boat. We're not talking about a typical waterside shipyard operation here, *Kim Thu* was built "up on top of a

mountain, right next to a Buddhist monastery," explains Hal.

Unlike most of this year's Puddle Jumpers, they've already done a lengthy South Pacific circuit. One memorable anecdote from that trip, back in the summer of '89, is that they sailed out the Golden Gate just one hour before the big quake hit. Friends back at the dock wondered if they'd had some inside info.

One of the highlights of that cruise was visiting the desolate North Pacific atoll called Palmira, which was teeming

with wildlife, as well as interesting relics of previous human habitation such as 300 cases of Bloody Mary mix. So after doing the milk run to Australia, they plan to head north to Palau, then east through lonely stretches of the North Pacific to the Marshalls and Palmira, which is now owned by the Nature Conservancy. We certainly hope they'll send us an update on the atoll.

We'll give it a rest here, and continue with Part II next month. In the meantime, though, we'll leave you with this thought: If reading about all these lucky folks makes you pound your fists on the table and cry, "I wanna go too!!!" bear in mind that a few years ago many of them had no idea that they'd soon be jumping off on a 2,800-mile ocean crossing. It took more than simple luck for them to reach this point. . . and more than simply having a fat cruising kitty. Like so many other ambitious undertakings in life, ultimately, it's more about having the will to do it than anything else. So fear not, there's still hope for you too.

— *latitude/aet*



VALLARTA YACHT CLUB — WHAT'S IN IT FOR YOU?

Since the friendly folks at the new Vallarta Yacht Club were kind enough to be our co-hosts this year for the Puddle Jump Kick-Off Party, the

least we can do is give readers a little info on their brand-new facility.

Located right off the docks at Paradise Village Marina, the Club is an independently-operated organization with a variety of membership options, including month-to-month Associate Memberships for short-time marina tenants (\$50/month). Besides the appeal of its breezy sun deck, swimming pool, giant hot tub, showers, lockers and laundry, its meals are tasty and inexpensive, while drinks are pleasantly potent.

While the facility does not have its own guest docks, it does offer reciprocity for club use with a number of international yacht clubs. For more info, see www.geocities.com/lewjennings/index.html or email: info@vallartayachtclub.com.

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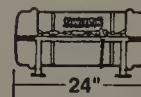
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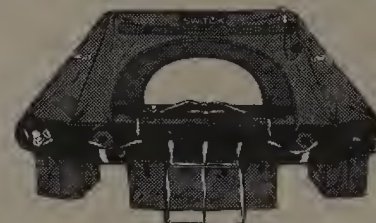
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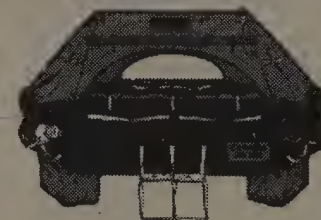
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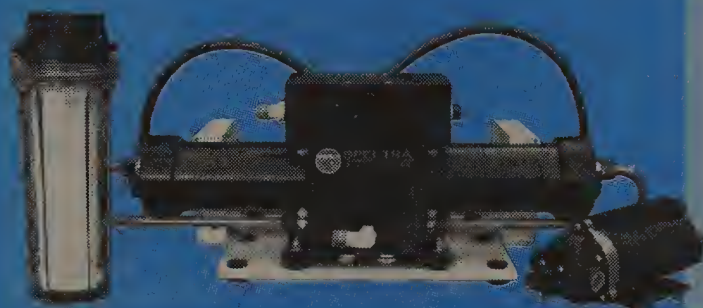
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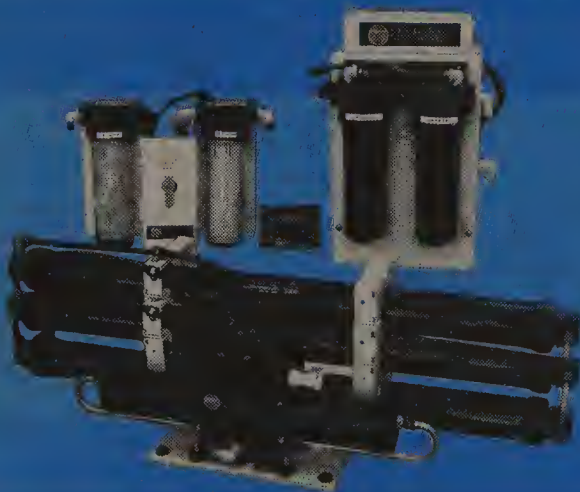
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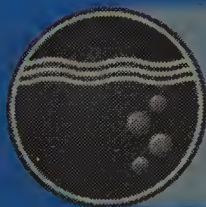
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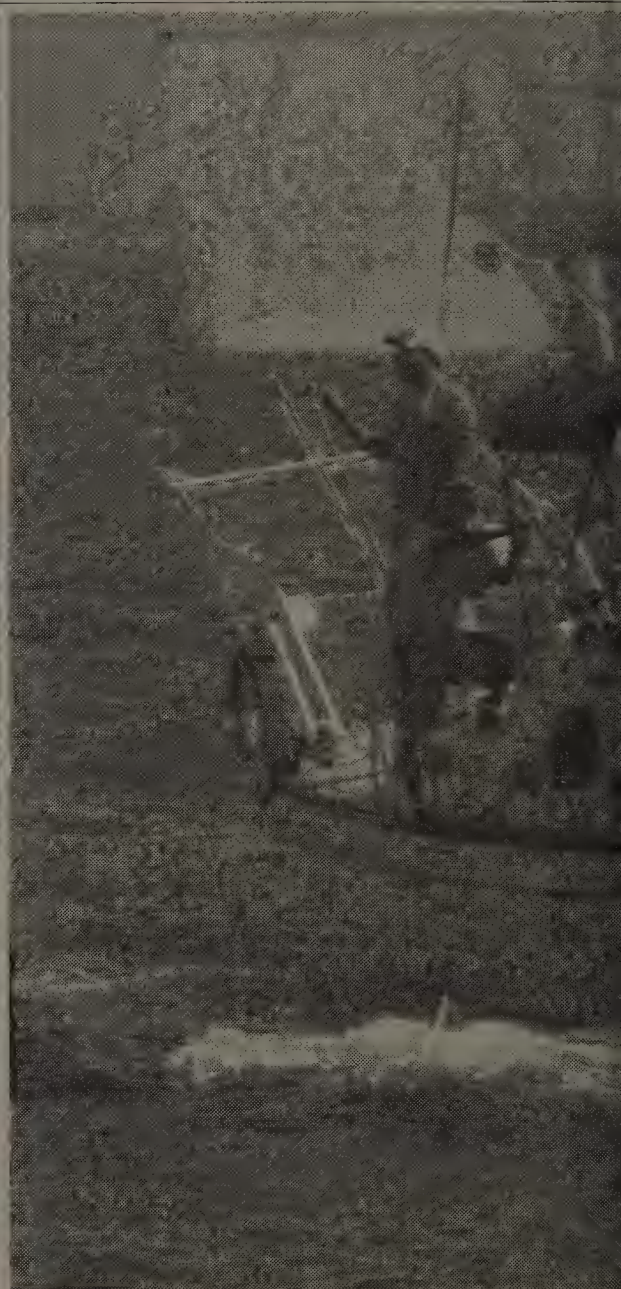
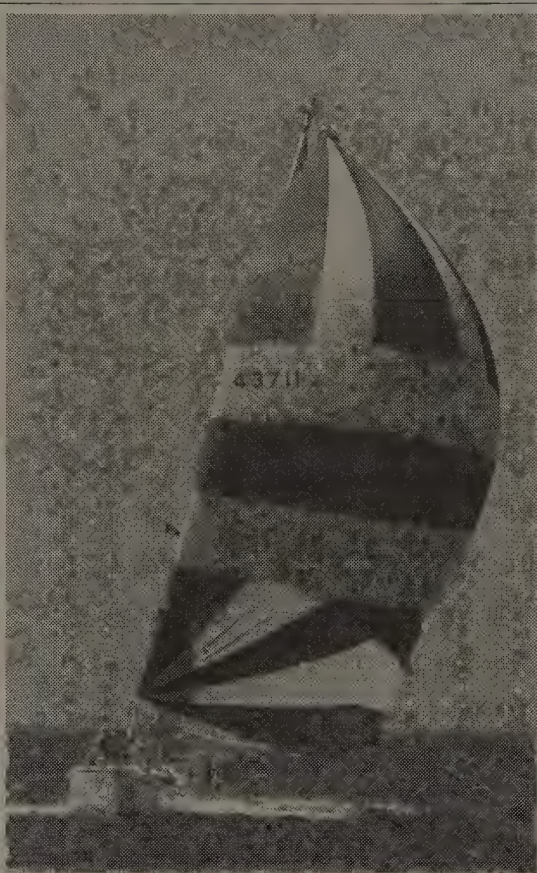
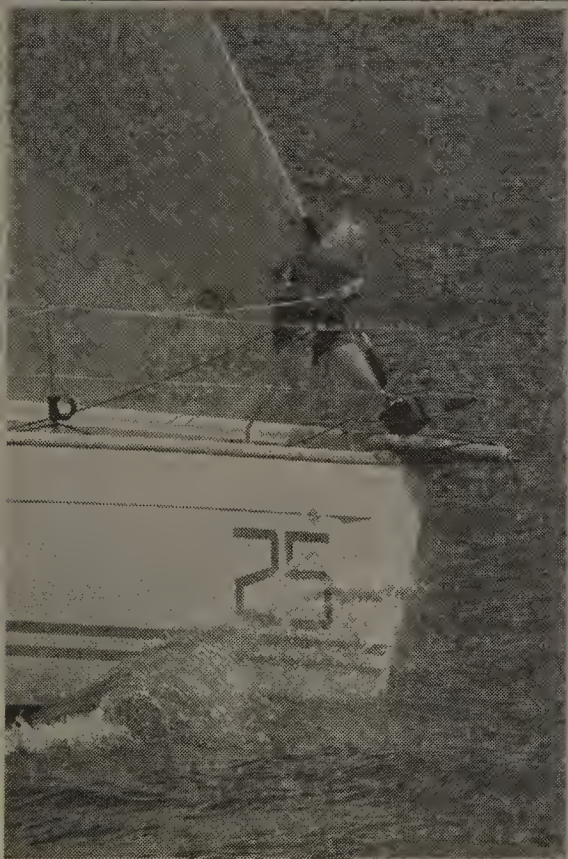
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BANDERAS BAY REGATTA

As we went to press on March 22, two of the the three races in the 11th annual cruiser-only Banderas Bay Regatta out of Paradise Marina in Nuevo Vallarta had been completed. While it may have been cool and rainy in San Francisco, in Mexico, skies were blue and crews had to slather on the sunblock to keep from getting burned.

What a difference 1,300 miles to the southeast makes during the month of March. This year's fleet was down just one boat from the 46 that participated last year. They ranged in size from Ivan Murphy's S2 7.9 *Escape Velocity* to Dave Crowe's Morrelli & Choy 70-ft cat *Humu Humu*. Most were the usual cruising boats you're likely to see in any anchorage in Mexico. Sailing conditions on beautiful Banderas Bay were typically mellow, with 7 to 15 knots of wind on easy 11-mile courses. As such, they were

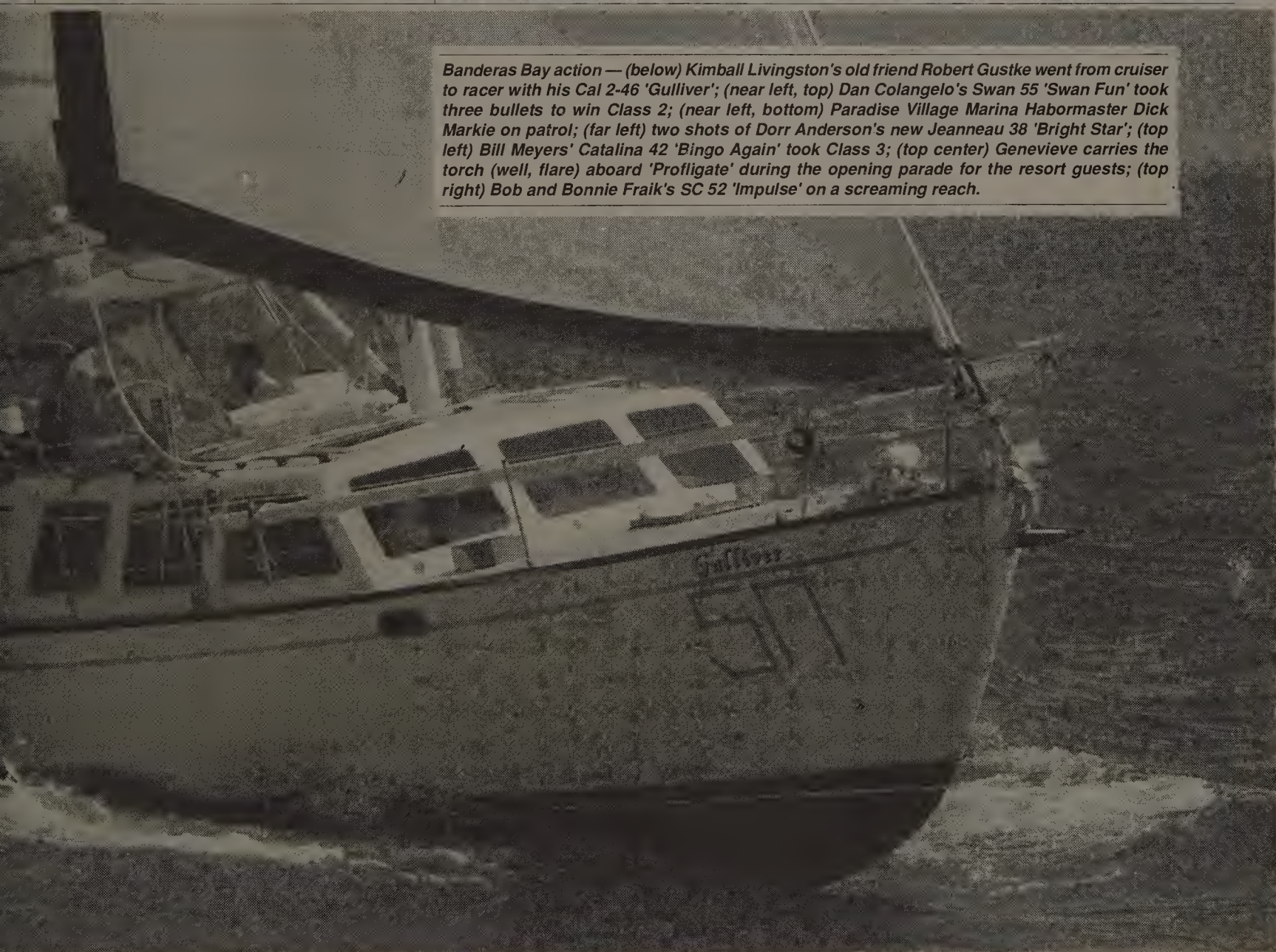


— 11th ANNUAL WINTER FUN AND GAMES

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LATITUDE/RICHARD & WAYNE MERETSKY



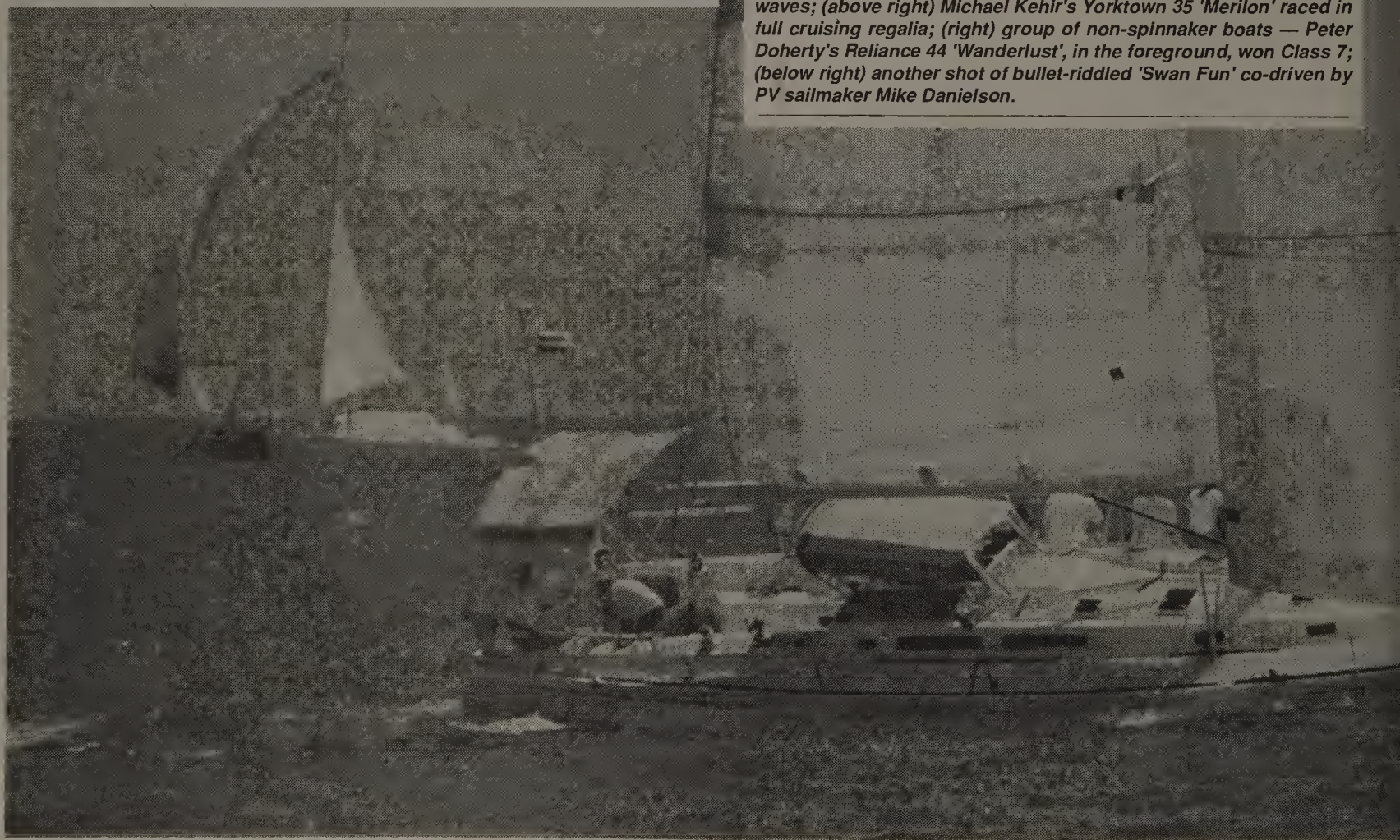
Banderas Bay action — (below) Kimball Livingston's old friend Robert Gustke went from cruiser to racer with his Cal 2-46 'Gulliver'; (near left, top) Dan Colangelo's Swan 55 'Swan Fun' took three bullets to win Class 2; (near left, bottom) Paradise Village Marina Habormaster Dick Markie on patrol; (far left) two shots of Dorr Anderson's new Jeanneau 38 'Bright Star'; (top left) Bill Meyers' Catalina 42 'Bingo Again' took Class 3; (top center) Genevieve carries the torch (well, flare) aboard 'Profligate' during the opening parade for the resort guests; (top right) Bob and Bonnie Fraik's SC 52 'Impulse' on a screaming reach.



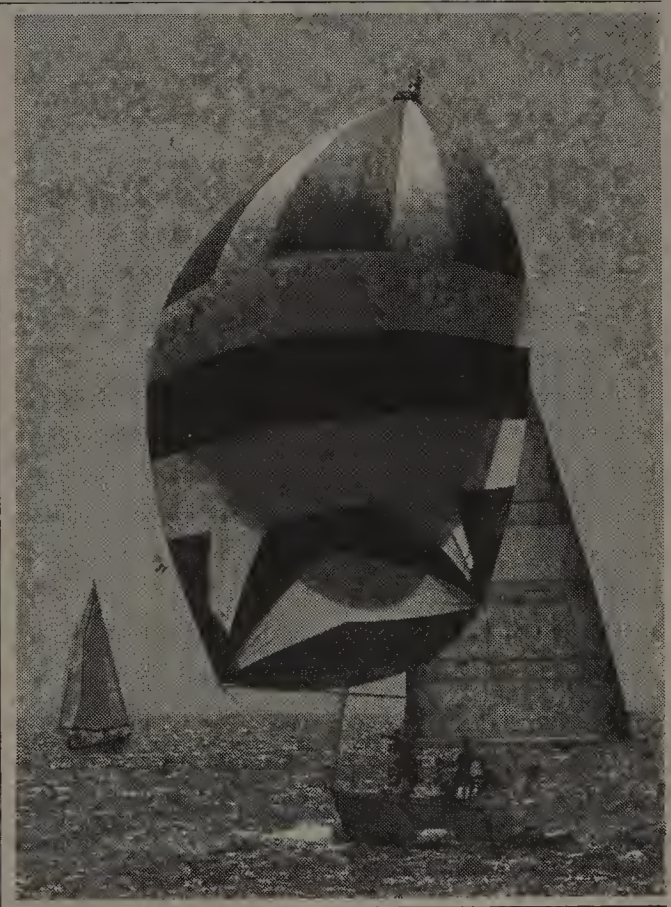
BANDERAS BAY REGATTA



More fun in the winter sun — (below) 'Impulse' goes to weather past David Crowe's Choy-Morelli 70 'Humu Humu' and an unidentified smaller boat; (inset) 'Bright Star' pinches for the buoy; (left) four-fifths of the catamaran fleet, including (l to r), John Haste's Perry 52 'Little Wing', Michael Wright's class winning Olymic 42 'Wavy', 'Humu Humu', and Paul Biery's Catana 431 'New Focus'; (above left) a couple of unidentified boats reaching across the sun-sparkled waters; (above) Jim Fleming's Union 36 'Anticipation' bounding over the waves; (above right) Michael Kehir's Yorktown 35 'Merilon' raced in full cruising regalia; (right) group of non-spinnaker boats — Peter Doherty's Reliance 44 'Wanderlust', in the foreground, won Class 7; (below right) another shot of bullet-riddled 'Swan Fun' co-driven by PV sailmaker Mike Danielson.



— 11th ANNUAL WINTER FUN AND GAMES



BANDERAS BAY REGATTA

ideal for cruising boats such as Robert Gustke's lovely Cal 2-46 *Gulliver*, the boat in the big photo on the opening spread. Thanks to the light winds and relatively smooth seas, there was very little damage to boats, gear and bodies.

When it comes to regatta bases, few in the world are as ideal as Paradise Marina. The marina facilities are excellent, and from the two waterfront pools it's possible to see whales frolicking less than half a mile from shore. And there are endless free activities from volleyball to yoga to 'tequila basketball' in the pool. And talk about convenient — if it took a crew more than 30 minutes from the finish line to sipping a pina colada in one of the three big hot tubs, they just weren't trying. To top it off, despite being packed, the marina supported the event by giving participating boats 50% off on



COURTESY PARADISE VILLAGE RESORT & MARINA

The expansive Paradise Village Resort and Marina is the official home base of the Banderas Bay Regatta.

berthing during the regatta. The only 'off note in this year's event was that the marina sponsored post race parties weren't as well attended as in previous years. One of the problems is that many crews — including the many that fly down from the States each year — have seen the same entertainment and same food per-

haps one too many times. But in all fairness, the food was much improved over last year. In addition, there was considerable price resistance in this more challenging economic times. More than a few skippers and mates decided that rather than spending \$40 apiece for two drinks and unlimited snacks, for about the same price they'd treat their entire crew to a delicious sit down dinner. For in the resort complex's very own shopping center, it's possible to

get terrific dinners for as little as \$4!

Other than the minor nightly party glitch, everything about the Banderas Bay Regatta was better than ever. So if you're cruising Mexico next spring, or if you'll be in San Francisco and needing a change from the cool and rain, keep March's Banderas Bay Regatta in mind. For this is one regatta in which the only losers are those who didn't participate.

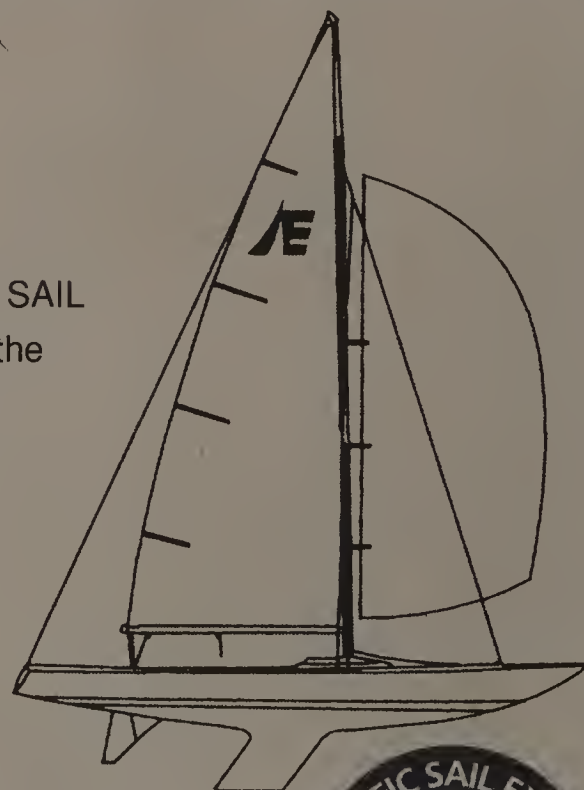
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Etchells

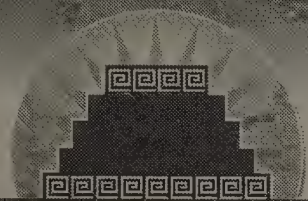
San Francisco Etchells Fleet 12 invites attendees of Pacific SAIL EXPO to "Discover Racing", April 25 & 26, and experience the thrill of sailing an Etchells. Fleet 12 will be conducting short races between 12:00 and 3:00 pm on the Alameda Estuary, and show attendees are invited to participate.

Come by Fleet 12's booth #568 to sign up for racing, and learn more about Etchells, boats for sale, and to view Etchells merchandise.

Fleet 12 will be hosting the 2004 North American and 2005 World Championship Regattas here in San Francisco.



Fleet 12 Web site www.sfetchells.org
Fleet Captain Kers Clausen



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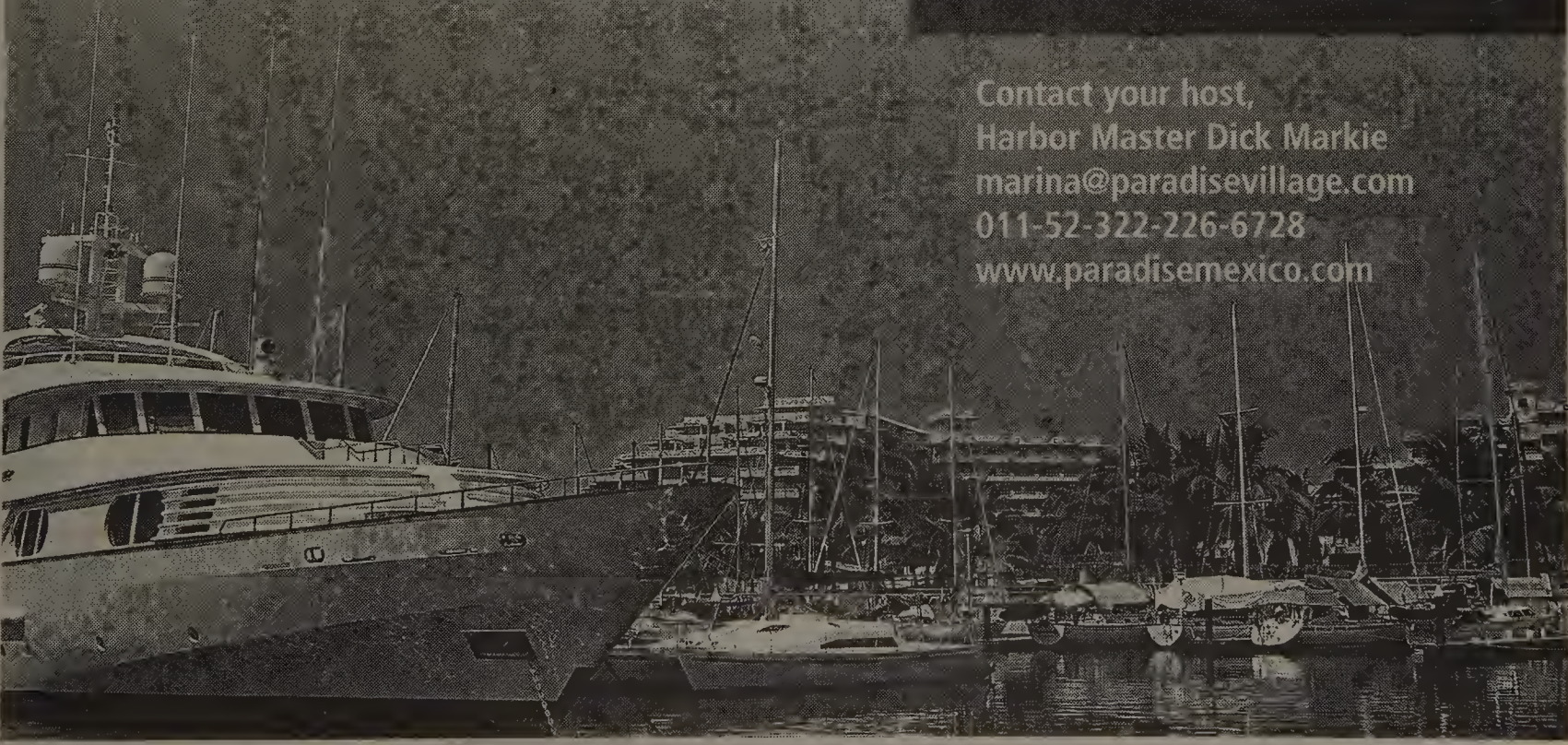
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SAILING RECORDS REVISITED

After watching *Zephyrus V* break *Windward Passage's* 32-year-old Pineapple Cup benchmark in early February, we were inspired to revisit the topic of sailing records. It's been almost five years since we took our first stab at the subject (*Sailing Records — Breaking News*, August 1998), and though not much has changed locally, almost all the major international records need updating.

We'd barely dusted off the original article when Steve Fossett's *PlayStation* zipped into San Salvador, Bahamas, in late February to claim another record. The Morrelli & Melvin-designed 125-foot catamaran had sailed from Cadiz, Spain, to the 'New World' in 9 days, 13 hours, 30 minutes and 18 seconds, averaging 16.93 knots over the official 3,884-mile course. That knocked a full day off the so-called Route of Discovery record, set by the 110-foot cat *Club Med* in 2000.

"Christopher Columbus wouldn't have believed this," marveled *PlayStation* crew Peter Hogg. "It took him about two and a half months to do the same trip. We actually sailed 4,700 miles and averaged about 20.5 knots — and it was one of the most pleasant trips I've ever had on *PlayStation*. It was downwind, warm and sunny, shorts and T-shirt sailing — a big difference from the North Atlantic!"

Two other high-profile record attempts recently failed, when both *Kingfisher 2* and *Geronimo* were stymied in their bids for the Jules Verne Trophy, the nonstop, round-the-world course. *Kingfisher 2*, under the command of 26-year-old English sailing goddess Ellen MacArthur, dismasted in the Southern Ocean 25 days after starting out from France. French sailor Olivier de Kersauson suffered an even crueler fate with *Geronimo*, his 112-foot trimaran. After running ahead of *Orange's* 64-day record pace for two months, light winds in the last week doomed de Kersauson to a 68-day, 2 hour non-record finish.

Records, as the cliché goes, are made to be broken — and as technology keeps pushing the envelope higher each year, the ink barely has time to dry in the record books before the next entry replaces it. The new breed of maxi cats — i.e., the six behemoths that were in The Race a year and a half ago, plus *Geronimo* — seldom race against each other, preferring to race the clock on various record attempts around the world. *PlayStation*, launched in December 1999, is by far the most active one of the bunch.



COURTESY FOSSETT CHALLENGE/GILLES MARTIN-RAGET

Fossett, the quintessential modern-day adventurer, holds 23 sailing records at last count (see www.fossetchallenge.com for the full list).

PlayStation's crowning achievement to date was absolutely obliterating the TransAtlantic course record in 2001, a

feat which earned Fossett Rolex Yachtsman of the Year honors that year. *PlayStation* skimmed over the Atlantic to England in just 4 days, 17 hours and 28 minutes — at an almost incomprehensible average speed of 25.78 knots! "We knocked nearly 38% off *Jet Service's* old

— THE NEED FOR SPEED



Shock and awe — Steve Fossett's 125-foot mega-cat 'PlayStation' has demolished more records than any boat in history.

record," said Gino Morelli. "That one will be around for awhile, but any record with an average speed under 25 knots is vulnerable."

Next up for *PlayStation* is an Antigua-Newport course record attempt, basically a 1,560-mile delivery north which will double as an opportunity to break *Maiden II*'s existing time of 3 days, 22 hours, and 31 minutes. This summer, Fossett will go after the one record he

really wants back — the 24-hour record, which *Maiden II* (ex-*Club Med*) raised to 694 miles in June, 2002. The speedway will be the North Atlantic between Rhode Island and Nova Scotia, and sometime this summer, when the weather routers give them the green light, the *PlayStation* gang hopes to break the 700-mile barrier.

Maiden II, now owned by Tracy Edwards, also took the English Channel record (Cowes-Dinard) from *PlayStation* last fall and has the speed, though perhaps not the funding, to continue setting new records. The other big multihulls — the new *Geronimo*, the currently-dismasted *Kingfisher 2* (ex-*Orange*, ex-*Innovation Explorer*), *Warta Polpharma* (ex-*Explorer*), *Team Legato* (ex-*ENZA*) and *Team Adventure* (which is melting on the hard in Newport, RI, while a lawsuit swirls around it) — don't seem to be in the same league, though *Orange*, under different management, still holds the Jules Verne record. The Ollier-designed

Club Med, it is worth noting, actually went around the world much faster in The Race (62 days, covering nearly 27,000 miles for an average of 18.2 knots) — but because the event started in Barcelona and ended in Marseilles, it doesn't count as an around-the-world record.

Meanwhile, Bruno Peyron has been quietly building a newer generation jumbo cat at the Multiplast yard in

24-Hour Records

By any yacht, any number of crew:

Maiden II, 110-ft cat, Brian Thompson, North Atlantic, June 2002 — **697 nautical miles** (average speed of 29.04 knots).

By any yacht, singlehanded:

Primigaz, 60-ft trimaran, Laurent Bourgnon (FRA), North Atlantic, June 28-29, 1994 — **540.0 nautical miles** (average speed of 22.5 knots).

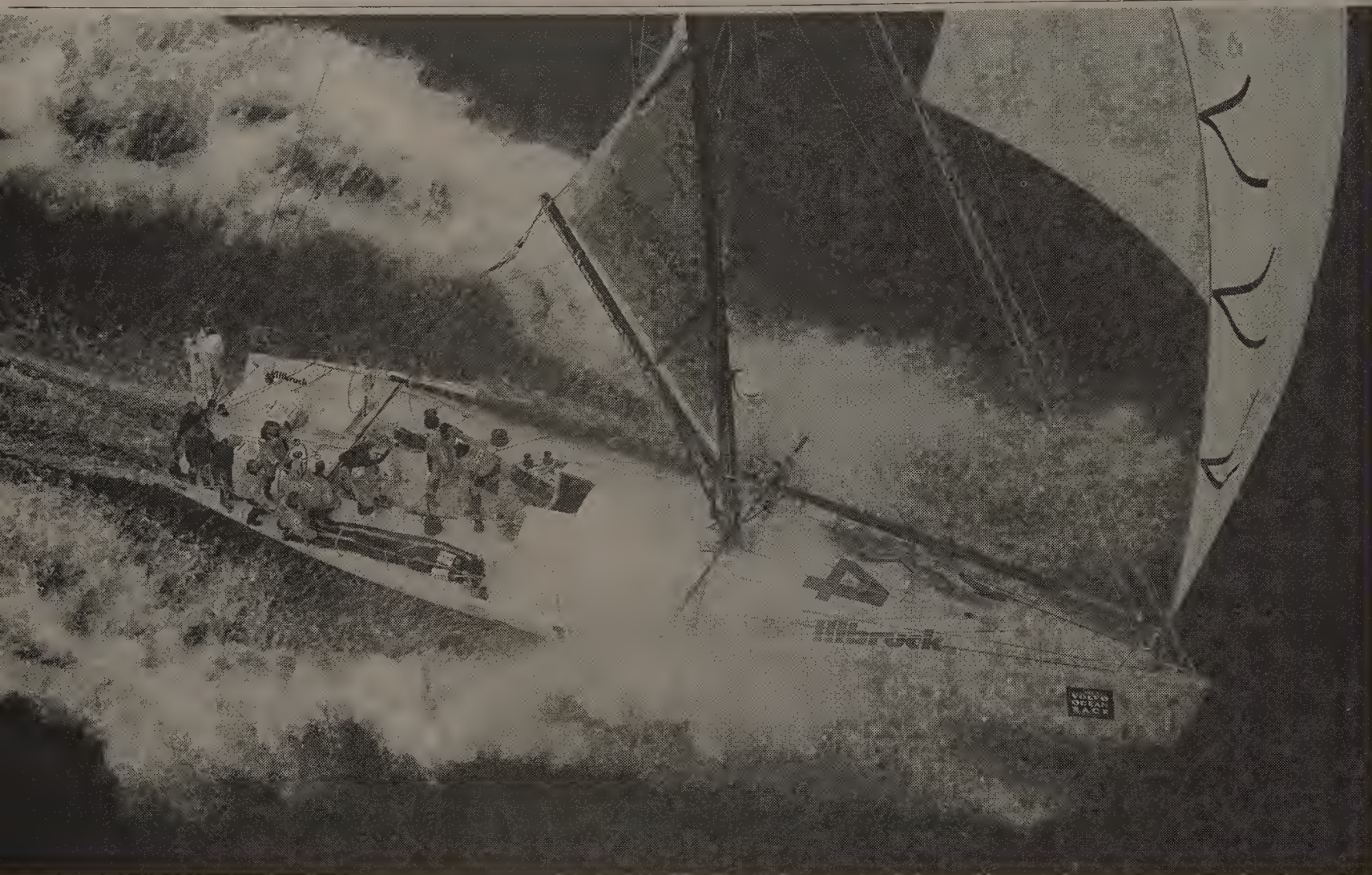
By a monohull, any number of crew:

illbruck, Volvo 60, John Kostecki, North Atlantic, May 2002 — **484 nautical miles** (average speed of 20.17 knots).

By a monohull, singlehanded:

Sill, Open 60, Roland Jourdain, North Atlantic, February 2001 — **435.3 nautical miles** (average speed of 18.14 knots).

SAILING RECORDS REVISITED



Mean machine — John Kostecki's Volvo 70 'Illbruck' set the current 24-hour monohull record of 484 miles during last year's Volvo Race. JK also won the tough race overall and earned the 2002 Rolex Yachtsman of the Year honors. Photo by Daniel Forster/www.volvooceanracing.com.

Vannes, France, on the Bay of Biscay. It's believed to be a slightly-bigger evolution of his *Club Med*, but smaller than *PlayStation*. Peyron's new boat will probably be the only new design in The Race in late 2004/early 2005 and, as such, should be the boat to beat.

Monohull technology has also come a long way in the last five years, with the predictable impact on the record books. Volvo 60s and the more radical Open 60s keep getting faster, and virtually every round-the-world race sets new records. The latest 24-hour monohull records are particularly impressive — John Kostecki's Volvo 60 *illbruck* set a crewed record of 484 miles in the North Atlantic last May during the Volvo Race. Water ballast and the Gulf Stream helped boost their average speed to a staggering 20.17 knots, a *huge* daily run for a 60-foot monohull. The corresponding singlehanded monohull 24-hour run, set by Roland Jourdain in the Open 60 *Sill* near the end of the last Vendée Globe, is also pretty amazing — 435.3 miles, for an average speed of 18.14 knots.

West Coast turbo sleds have also been

Major Ocean Records

<u>Race/Route</u>	<u>Distance</u>	<u>Yacht</u>	<u>Year</u>	<u>Elapsed</u>	<u>Owner/Skipper</u>	<u>Avg</u>
Cowes-Dinard	138	<i>Maiden II</i>	2002	00:05:23	Tracy Edwards	22.30
Plymouth-LaRochelle	355	<i>PlayStation</i>	2002	00:16:41	Steve Fossett	21.26
Isle of Wight (easterly)	50	<i>PlayStation</i>	2001	00:02:38	Steve Fossett	19.53
The Race	27,408	<i>Club Med</i>	2001	62d 06:56	Grant Dalton	18.30
Chicago-Mackinac (multihull)	333	<i>Start and Stripes</i>	1999	19:50:50	Steve Fossett	17.68
Miami-New York	947	<i>PlayStation</i>	2001	53:54:42	Steve Fossett	17.57
Fastnet (monohull)	605	<i>PlayStation</i>	2002	35:17:14	Steve Fossett	17.14
Fastnet (multihull)	605	<i>PlayStation</i>	2002	35:17:14	Steve Fossett	17.14
Cadiz-San Salvador	3,884	<i>PlayStation</i>	2003	9d 13:31	Steve Fossett	16.93
Newport-Bermuda	635	<i>Lakota</i>	2000	38:35:53	Steve Fossett	16.45
Round Britain & Ireland	1,787	<i>PlayStation</i>	2002	4d 16:09	Steve Fossett	16.93
Round Ireland	708	<i>Lakota</i>	1993	44:42:20	Steve Fossett	15.84
Sydney-Hobart	630	<i>Mari Cha III</i>	1999	1d 18:27	Bob Miller	14.84
Chicago-Mackinac (monohull)	293	<i>Pyewacket</i>	2002	23:30:24	Roy Disney	12.46
Ft. Lauderdale-Mo Bay (multi)	811	<i>Lakota</i>	1999	2d 20:08	Steve Fossett	11.90
Newport-Bermuda	635	<i>Pyewacket</i>	2002	2d 05:39	Roy Disney	11.83
San Diego-Ensenada	62	<i>Pyewacket</i>	1998	00:05:19	Roy Disney	11.62
Ft. Lauderdale-Mo Bay (mono)	811	<i>Zephyrus V</i>	2003	2d 23:05	Bob McNeil	11.41
Cape Town-Rio	3,460	<i>Zephyrus IV</i>	2000	12d 16:49	Bob McNeil	11.35
Annapolis-Newport, RI	473	<i>Carrera</i>	2001	1d 18:58	Joe Dockery	11.01
New York-San Francisco	13,945	<i>Aquitaine Innovations</i>	1998	57d 03:21	Yves Parlier	10.17
Cowes-St. Malo (monohull)	152	<i>Leopard</i>	1999	00:15:12	Mike Slade	10.00
Marblehead-Halifax	360	<i>Starlight Express II</i>	1989	1d 09:29	Bruce Eissner	10.74
Middle Sea Race	620	<i>Zephyrus IV</i>	2000	2d 16:49	Bob McNeil	9.56
Port Huron-Chicago	587	<i>Magnitude</i>	2000	2d 14:25	Doug Baker	9.40

— THE NEED FOR SPEED

upping the ante, travelling to the East Coast and beyond to bag course records. Roy Disney's R/P 75 *Pyewacket* picked off the Newport-Bermuda and Chicago-Mac records last year, to add to the TransPac record they got in '99 (7 days, 11 hours, 42 minutes). Disney also holds half a dozen other records — including the Pacific Cup, Swiftsure, and several Mexican races — set with his older *Pyewackets*.

Zephyrus V, McNeil's muscular R/P 86, seems to be firing on all cylinders now, and is poised to add more records to her collection (Pineapple Cup and a *de facto* record in the inaugural Long Beach-Barre Navidad Race) this summer. McNeil also still holds the Capetown-Rio and Middle Sea race records with *Zephyrus IV*. Closer to home, Doug Baker's Andrews 68+ *Magnitude* (now sailing on the East Coast as *Equation*) currently owns the California Triple Crown — course records in the Catalina, Ensenada, and Santa Barbara-King Harbor races. Baker also broke the Chicago-Port Huron record during his '00-'01 East Coast tour.

Ironically, all the above-mentioned monohulls will soon be obsolete. The new VO 70 class for the '05-'06 Volvo Race will surely be faster than the previous crop of 60s, and all the maxi own-

Non-Stop Circumnavigations

Year	Skipper	Yacht	Nationality	Start/Finish	Days	Avg. Spd.	Mode
'02	Bruno Peyron	<i>Orange</i>	FRA	Jules Verne (Brest)	64	13.98	Crewed
'97	Oliver De Kersauson	<i>Sport Elec</i>	FRA	Jules Verne (Brest)	71	12.66	Crewed
'94-95	R. Knox-Johnston/P. Blake	<i>ENZA</i>	GBR/NZL	Jules Verne (Brest)	74	12.00	Crewed
'00-01	Michael Desjoeaux	<i>PRB</i>	FRA	Vendee Globe	93	11.96	Singlehanded
'93-94	Bruno Peyron	<i>Commodore Explorer</i>	FRA	Jules Verne (Brest)	79	11.35	Crewed
'96-97	Christophe Auguin	<i>Geodis</i>	FRA	Vendee Globe	105	9.56	Singlehanded
'89-90	Titouan Lamazou	<i>Ecureuil D'Aquitaine</i>	FRA	Vendee Globe	109	8.23	Singlehanded
'85-86	Dodge Morgan	<i>American Promise</i>	USA	Bermuda	150	7.07	Singlehanded
'83-84	John Ridgway	<i>English Rose V</i>	GBR	Scotland	193	6.48	Doublehanded
'96-97	Catherine Chabaud	<i>Whirlpool-Europe 2</i>	FRA	(female)	140	6.46	Singlehanded
'81-82	David Scott-Cowper	<i>Ocean Bound</i>	GBR	E. Coast, England	221	5.91	Singlehanded
'93	Mike Golding	<i>Group 4</i>	GBR	(westabout)	161	5.61	Singlehanded
'70-71	Chay Blyth	<i>British Steel</i>	GBR	Solent	293	3.85	Singlehanded
'68-69	Robin Knox-Johnston	<i>Suhaili</i>	GBR	Falmouth, England	313	3.39	Singlehanded

West Coast

Race	Distance	Yacht	Year	Elapsed	Owner/Skipper	Avg
Newport-Ensenada (multihull)	125	<i>Stars & Stripes</i>	1998	06:46:10	Steve Fossett	18.4
San Diego-Puerto Vallarta (multi)	991	<i>Lakota</i>	1998	62:20:11	Steve Fossett	15.9
Long Beach-Cabo (multihull)	804	<i>Lakota</i>	1995	2d 02:59	Steve Fossett	15.7
Santa Barbara-King Harbor (multi)	81	<i>Afterburner</i>	2002	06:41:00	Bill Gibbs	12.1
Santa Barbara-King Harbor (mono)	81	<i>Magnitude</i>	1999	06:54:00	Doug Baker	11.7
Newport Beach-Cabo	790	<i>Blondie</i>	1987	2d 22:00	Bob McNulty	11.2
Newport-Ensenada (monohull)	125	<i>Magnitude</i>	2002	11:23:53	Doug Baker	10.9
San Francisco-Catalina	360	<i>Magnitude</i>	2002	32:52:41	Doug Baker	10.9
San Diego-Cabo	750	<i>Pyewacket</i>	1994	2d 22:00	Roy Disney	10.7
San Diego-Puerto Vallarta (mono)	991	<i>Pyewacket</i>	1998	3d 21:35	Roy Disney	10.6
Long Beach-Cabo (monohull)	804	<i>Blondie</i>	1985	3d 03:46	Martin/Blackaller	10.5
San Francisco-Santa Barbara	277	<i>Octavia</i>	1997	28:29:18	Shep Kett	9.7
San Francisco-Ventura	298	<i>Natazak</i>	2001	30:53:36	Steve Williams	9.7
Marina del Rey-Puerto Vallarta	1125	<i>Joss</i>	1985	4d 23:00	Dick Daniels	9.4
Swiftsure Race (multihull)	136	<i>Stars & Stripes</i>	1997	14:35:29	Steve Fossett	9.3
San Diego-Manzanillo	1100	<i>Pyewacket</i>	1994	5d 00:17	Roy Disney	9.1
Swiftsure Race (monohull)	136	<i>Pyewacket</i>	1996	16:45:00	Roy Disney	7.6
LA-Guadalupe-Cabo	870	<i>Cheetah</i>	1986	5d 00:00	Dick Pennington	7.2

TRANS-PACIFIC

Race/Route	Distance	Yacht	Year	Elapsed	Owner/Skipper	Avg
TransPac (multihull)	2225	<i>Explorer</i>	1997	5d 09:18	Bruno Peyron	17.2
Pacific Cup (crewed)	2070	<i>Pyewacket</i>	1998	6d 14:22	Roy Disney	13.0
TransPac W-E, Yokohama-SF	4525	<i>Explorer</i>	1998	14d 17:22	Bruno Peyron	12.8
TransPac (monohull)	2225	<i>Pyewacket</i>	1999	7d 11:41	Roy Disney	12.4
SSS TransPac (multihull)	2230	<i>Lakota</i>	1998	7d 22:38	Steve Fossett	11.7
Honolulu-Yokohama	3365	<i>Lakota</i>	1995	13d 20:09	Steve Fossett	11.3
SF-Yokohama	5148	<i>Lakota</i>	1996	19d 15:18	Steve Fossett	10.9
TransPac E-W, SF-Yokohama	5148	<i>Lakota</i>	1996	19d 15:18	Steve Fossett	10.9
Vic-Maui	2308	<i>G. Illusion</i>	2000	9d 02:00	James McDowell	10.6
Los Angeles-Tahiti	3600	<i>Kathmandu</i>	1994	14d 21:15	Fred Kirschner	10.0
Pacific Cup (doublehanded)	2070	<i>Mongoose</i>	1992	8d 20:47	Simonsen/Honey	9.7
Japan-SF (singlehanded)	4525	<i>Lakota</i>	1996	20d 09:52	Steve Fossett	9.2
SSS TransPac (monohull)	2230	<i>Wild Thing</i>	1996	10d 22:53	Ray Thayer	8.4
Round the State of Hawaii	778	<i>Boomerang</i>	1984	3d 22:35	Geo. Coumantaros	8.2
SF-Tahiti	3687	<i>Yukon Jack</i>	1995	19d 00:31	Larry Hoffman	7.9
Honolulu-Tahiti	2440	<i>Kaimiloa III</i>	1995	14d 03:52	Dave Nottage	7.2
Los Angeles-Osaka	5297	<i>N'west Spirit</i>	1994	32d 16:02	John Oman	6.7

SAILING RECORDS REVISITED

ers are upgrading to even more powerful steeds. Disney and Hasso Plattner are getting canting-keeled R/P 86s, basically sisterships. Disney's new *Pyewacket* is being built at Cookson's (Auckland) for a September launch, while Plattner's latest *Morning Glory* should come out of McConaghy's (Sydney) in October. "We're pooling our resources with them in every respect of the R&D and sail development," said *Pyewacket* project manager Robbie Haines. "Of course, the honeymoon will end at the first race!"

McNeil is also in the market for a canting-keeled 86-footer, and is expected to make an announcement soon. Baker, meanwhile, is rumored to be shopping around for a builder for a new Andrews-designed 80 to 83-foot canting-keeled 'giant killer' — basically the biggest thing that can fit in a slip in Long Beach. All these new boats should be on the line for the 2005 TransPac, and all of them have the horsepower to rewrite all the monohull records.

In compiling the boxes of records which accompany this article, we relied heavily on the World Sailing Speed Record Council's website, <http://sail-speedrecords.com>. This British-based council was established in 1972 by the IYRC (now ISAF) to oversee speed sailing records — such as the current world record of 46.52 knots, set by *Yellow Pages* in Australia in 1993. In 1988, due to popular demand, the WSSRC expanded into ratifying offshore race and passage records, and as such are now the official recorder of such attempts.

We updated our own list of local and West Coast records, which was compiled by thumbing through old *Latitudes*. If anyone has any corrections or old race records to add — such as the S.F.-San Diego Race, Santa Cruz-Santa Barbara,



GEOFF EVANS

Above, 'Zephyrus V' pulls into Montego Bay. Right, 'Pyewacket' at Antigua Sailing Week. Both behemoths will be for sale soon.



COURTESY PYEWACKET

Miscellaneous Records

Achievement	Sailor	Yacht	Dates/Times
1st (stopping), singlehanded circumnavigation of the world	Joshua Slocum, USA	<i>Spray</i>	1895-1898
1st one-stop, singlehanded circumnavigation	Francis Chichester, GBR	<i>Gipsy Moth IV</i>	1966-1967
1st nonstop, singlehanded circumnavigation	Robin Knox-Johnston, GBR	<i>Suhaili</i>	1968-1969
1st nonstop, singlehanded circumnavigation by woman	Kay Cottee, AUS	<i>First Lady</i>	'87-88, 189 days
Longest series nonstop, singlehanded circumnavigation	Jon Sanders, AUS	<i>Parry Endeavour</i>	1986-1988
Youngest nonstop, singlehanded circumnavigation	Jesse Martin, AUS (Age 18)	<i>Lionheart</i>	1999, 327 days
Atlantic, first solo sailing	Alfred Johnson, USA	<i>Centennial</i>	1876, 46 days
Highest recorded speed reached by any craft under sail	S. McKeon & T. Daddo, AUS	<i>Yellow Pgs Endeavour</i>	'93/46.42kts
Atlantic, oldest, singlehanded, sailing	S. Szwarnowski, GBR (born 1912)	<i>Tawny Pipit</i>	'89, 72 days

TransAtlantic Benchmarks

Race/Route	Distance	Yacht	Year	Elapsed	Owner/Skipper	Avg
TransAtlantic, W-E, Ambrose	2925	<i>PlayStation</i>	2001	04:17:28	Steve Fossett	25.78
TransAtlantic, W-E, Ambrose	2925	<i>Jet Services V</i>	1990	06:13:03	Serge Madec	18.62
TransAtlantic, W-E, Ambrose	2925	<i>Primagaz</i>	1994	07:02:34	Laurent Bourgnon	17.15
TransAtlantic, W-E, Ambrose	2925	<i>Jet Services V</i>	1988	07:06:30	Serge Madec	16.76
TransAtlantic, W-E, Ambrose	2925	<i>Fleury Michon VIII</i>	1987	07:12:50	Phillipe Poupon	16.18
TransAtlantic, W-E, Ambrose	2925	<i>Royale II</i>	1986	07:21:05	Louc Caradec	15.47
TransAtlantic, W-E, Ambrose	2925	<i>Jet Services</i>	1984	08:16:33	Patrick Morvan	14.03
TransAtlantic, W-E, Ambrose	2925	<i>Elf Aquitaine</i>	1981	09:10:06	Marc Pajot	12.94
TransAtlantic, W-E, Ambrose	2925	<i>Royal SunAlliance</i>	1997	09:11:21	Tracy Edwards	12.87
TransAtlantic, W-E, Ambrose	2925	<i>Paul Ricard</i>	1980	10:05:14	Eric Tabarly	11.93
TransAtlantic, W-E, Ambrose	2925	<i>Nicorette (mono)</i>	1997	11:13:22	Ludde Ingvall	10.54
TransAtlantic, W-E, Ambrose	2925	<i>Atlantic (mono)</i>	1905	12:04:01	Charlie Barr	10.02

San Francisco Bay

Race	Miles	Yacht	Year	Elapsed	Owner/Skipper	Avg
DDB Farallones (multihull)	58	<i>Tom Cat</i>	1992	03:30:44	Drejes/Halterman	17.0
Delta Ditch Run (multihull)	65	<i>Rocket 88</i>	1998	03:57:46	Serge Pond	16.1
Windjammers (multihull)	67	<i>Lakota</i>	1997	04:41:02	Steve Fossett	14.3
Silver Eagle (multihull)	75	<i>Rocket 88</i>	1995	05:48:32	Serge Pond	12.9
Delta Ditch Run (monohull)	65	<i>Octavia</i>	1997	05:34:58	Shep Kett	11.8
Three Bridge Fiasco	21	<i>Rocket 88</i>	1996	01:51:32	Serge Pond	11.3
Windjammers (monohull)	67	<i>Merlin</i>	1983	05:59:00	Unknown	11.1
SSS Farallones	58	<i>Sundowner</i>	1993	05:32:00	Joe Therriault	10.9
SF-Monterey	86	<i>Pegasus</i>	1999	07:57:31	Philippe Kahn	10.8
DDB Farallones (monohull)	58	<i>Mongoose</i>	1992	05:39:47	Simonsen/Honey	10.2
Jazz Cup	25	<i>Rocket 88</i>	1995	02:31:00	Serge Pond	10.0
Silver Eagle (monohull)	75	<i>Phoenix</i>	1995	08:34:00	David Crowe	8.8
Stockton South Tower	140	<i>Eclipse</i>	1992	21:17:29	Ed Marez	6.5

or any of the early Mexican races to Acapulco, La Paz or Mazatlan — we'd love to hear from you. Eventually, we hope to post all local, coastal, Mexican and TransPac records on our website and update them periodically — but didn't we say that last time, too?

— latitude/rkm

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ESCALERA NAUTICA

I have yet to find anyone, Mexican or Norte, who speaks kindly of the Mexican government's plan to develop a series of 24 marinas and related resort facilities along both shores of the Baja peninsula, and south along the Mexican mainland to Mazatlan. A central feature of this so-called "Mega-Project" is to be the Puente Terrestre or Land Bridge, a trucking route across the peninsula to haul yachts from the Pacific coast to the balmy waters of the Sea of Cortez. The

The Escalera Nautica concept is very much alive, although perhaps in various stages of life-support.

American environmental community and many other people hope the Escalera Nautica — the Nautical Ladder — will soon be a 'dead' issue. But what is the current reality, 'dead or alive?'

Dead or Alive? — In February 2003 my daughter Barbara and long-suffering wife Patty accompanied me on a one-month fact-finding trip to Baja, needed to publish a 4th edition of our *Baja Boaters' Guide* — Volume II, *The Sea of Cortez*. We made observations of the infamous Land Bridge and 12 of the 24 planned Escalera Nautica's ports of call. We found that the Escalera Nautica concept is very much alive, although perhaps in various stages of life-support. One must keep in mind that FONATUR (the Mexican government agency responsible for the project) endeavors in Baja often take

Mexico's geography is blessed with many natural bays, such as Bahia San Juanico, one of FONATUR's proposed new port locations.

decades to mature and even the obvious failures never seem to die.

The Signs of Life — I observed five such signs:

1) The new breakwater-lined harbor at the Pacific coast town of Santa Rosalillita, built as the starting point for the Land Bridge, is nearly complete. In February, machinery was at work leveling the adjoining land area. Some 30% of the long-existing, 10-mile road from the Transpeninsular Highway into town has been transformed from washboard gravel to plant-mix asphalt and is used by both tourists and the town's citizens. While its 40-foot width is overkill, the new road is a great improvement and I hope it is completed.

2) The Land Bridge is designed to truck yachts from Santa Rosalillita to Bahia de los Angeles on the Sea of Cortez. It is 42 miles from the Transpeninsular Highway to this latter community and its small hotels and trailer courts. About 1/3 of this route was upgraded from potholed paving to plant-mix asphalt about two years ago as part of the Land Bridge. Because the Land Bridge as a whole has been delayed for lack of an environmental report, additional funds allocated for the Santa Rosalillita road last year were spent on upgrading another 1/3 of the road to Bahia de los Angeles, a project which is justifiable regardless of the fate of the Land Bridge. As at Santa Rosalillita, there has been little if any environmental damage, everybody seems to be happy with the road and hopes that nobody kills the Land Bridge goose until it finishes laying its golden egg, the highway into town.

3) One of the other proposed ports of



LATITUDE / ANDY

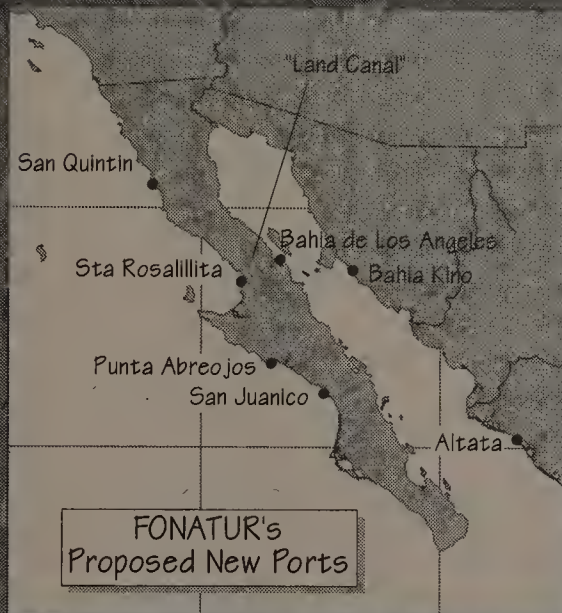
call is Punta Abreojos on the Pacific coast. Some 14 miles of the 54-mile gravel road into this sizeable community have recently been upgraded to plant-mix asphalt. This may relate to a proposed salt evaporation project in the area or other more general needs, but there it is.

4) At Bahia de los Angeles I interviewed Abraham Vazquez, one of the town's leading small business owners, many of whom are fighting against the Escalera Nautica for a variety of reasons. They have had many recent contacts with FONATUR officials and feel strongly that "The project is very much alive in the minds of the Mexican government." Who am I to say they are wrong?

5) And, of course, there are the signs themselves. Highway travelers coming down the Transpeninsular Highway encounter dozens of official highway signs proclaiming the distance ahead to the junction with the road to Bahia de los Angeles and Escalera Nautica. And upon arrival at the junction, they encounter the generally unkempt facilities that have always been there, and nothing else. One is left asking "What the hell was that all about?"



JACK WILLIAMS / BAJA BOATERS GUIDE



As far as most sailors are concerned, the fact that the Baja Coast and the Sea of Cortez (seen here) are not peppered with marinas, is a plus.

Should the Escalera Nautica Live or Die? — If I were asked to choose life or death for the Escalera Nautica as a whole I would pick the latter alternative. But I strongly submit that the Land Bridge and each of its ports should be evaluated separately. The following are my views.

The Land Bridge — It is my understanding that the idea of a land bridge originated with the owners of the successful marina at San Carlos on the Mexican mainland. The idea was to transport vessels from the Sea of Cortez from east to west across the peninsula so that they might be taken north to the U.S. without most of the arduous, up-wind passage along the Pacific coast. There are no overhead obstacles along the proposed route, so the masts of sailing vessels would not have to be unstepped. A great idea.

The FONATUR proposal does not exclude the above potential, but is based on a totally different west to east concept. Its planners have correctly deter-

mined that the vast majority of yachts based in the U.S. and Canada cannot be taken south to Baja because of insufficient fuel capacity. They propose to lure the owners of these vessels south by providing a series of ports (with their accompanying fuel docks), like rungs in a ladder, leading to the Land Bridge.

I submit that the fatal mistake in this concept is that most of the vessels in question are power boats with flat-bot-

tomed planing hulls, or are otherwise unsuited for the open Pacific or the Sea of Cortez, and whose owners are ill-prepared for making an ocean passage, regardless of their boat's length. FONATUR is proposing an inherently dangerous enterprise which will inevitably result in accidents at sea and the loss of life. I further believe that most yacht owners recognize the truth of what I am saying and will not succumb to FONATUR's temptation. If the Land Bridge becomes a reality, I believe its west to east services will be used far below expectations.

The Ports of Call — As noted above, I view the highway work done thus far as positive. Neither can I find fault with the idea of new marina facilities in some of the indicated ports of call. Existing marinas at Ensenada and La Paz are successful and more are no doubt needed. Modest new marinas at such places as Bahia Tortugas, Punta Abreojos and Puerto San Carlos would be useful, would be a success and would cause minimal environmental damage. But the problem is that FONATUR's plans are never modest.

Escalera Nautica is really not a boating project. It simply uses tourist boating, as it does golfing, as the enticement for major resort developments involving high-end hotels, golf courses and recreation residences. Development of such facilities constitutes the core objective of Escalera Nautica. My contact at Bahia de los Angeles indicates that FONATUR openly concedes that they wish to attract the "Quality Tourist Trade." By this they mean the rich tourists who fly in, use their boats for a few days, spend lots of money and go home. They need 800

Recent road work en route to Punta Abreojos, on the Pacific coast, may relate to its planned development as part of the Escalera Nautica.

JACK WILLIAMS / BAJA BOATER'S GUIDE



ESCALERA NAUTICA



JACK WILLIAMS / BAJA BOATER'S GUIDE

The distinctive islet at Punta Nopolo. Williams feels that the underutilized government resort near here should be warning to planners.

acres at Bahia de los Angeles to achieve their plan, much of it beachfront property.

A Death Warrant — I believe that Escalera Nautica will fail in its core objectives for the following reasons:

1) FONATUR vastly overestimates the number of tourist vessels that will be at-

tracted by the Land Bridge or any new resort facilities.

2) They overestimate the financial resources of American and Canadian boaters. The vessels they plan to truck in are modest in size and are owned by mostly middle-class citizens. These people are not rich and are frugal in their expenditure of

money. Why use a marina when anchoring is free?

3) They greatly overestimate the attractiveness of the northern Sea of Cortez as a boating area. For many months it is cold, windy and beset with choppy waters, making small boating uncomfortable and unsafe.

4) They greatly overestimate the tourist demand for the high-end resort facilities they propose. They are intoxicated with the idea of building luxury hotels

when existing facilities are greatly underutilized.

5) They are unable to look at failed government resort and marina projects throughout Baja and the Mexican mainland and heed the lessons these projects have to offer. FONATUR seemingly won't take no for an answer. For 25 years their very pleasant resort at Nopolo has gone largely unused, and its brand new, government-built 5-star hotel was essentially empty during my high season visit. I submit that if Nopolo won't work, the core idea for Escalera Nautica is fatally flawed.

I greatly respect the Mexican nation and its people. It is their full right to develop their recreational resources as they see fit without excessive interference from our environmental community or anyone else. But in my view, Escalera Nautica is ill conceived and should be drastically modified or abandoned. But, only after they finish upgrading Baja's road system. My long-suffering van loves plant-mix asphalt.

— jack williams
author of the *Baja Boater's Guide*

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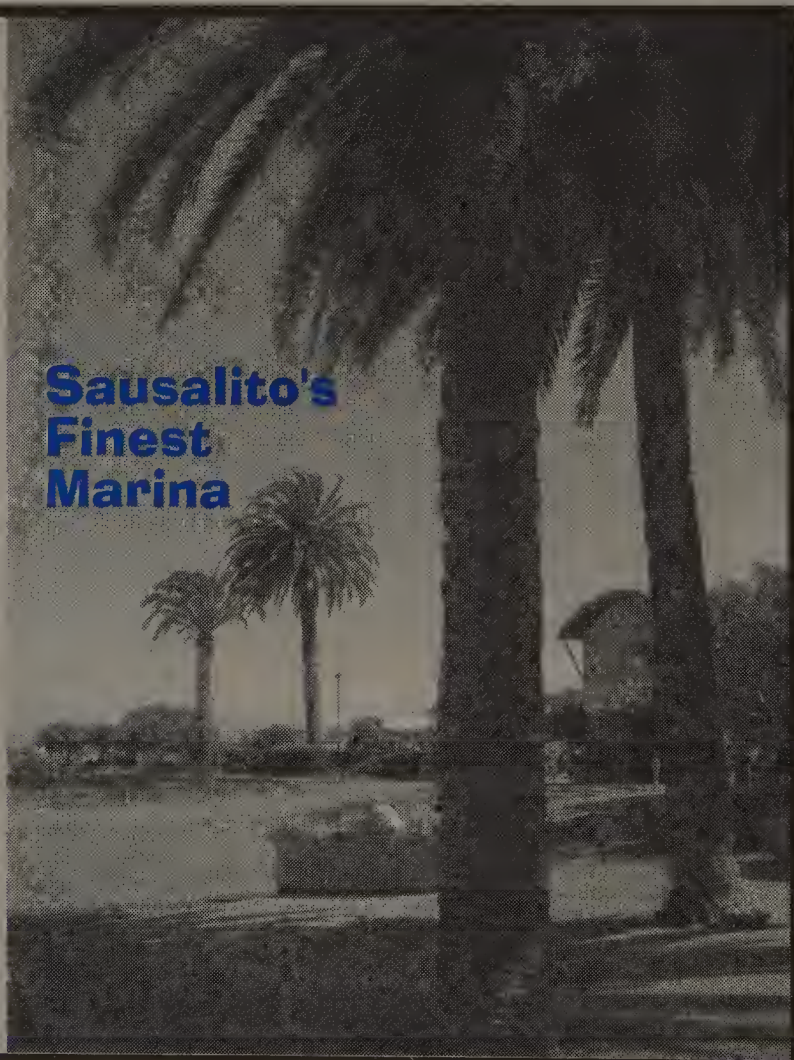
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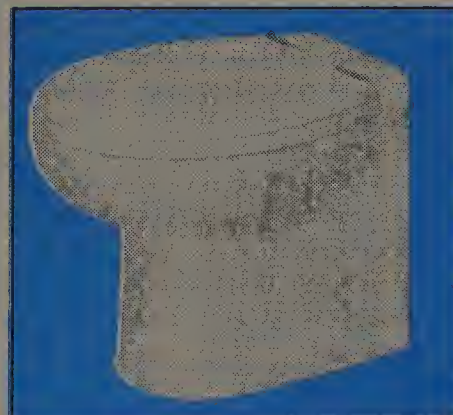


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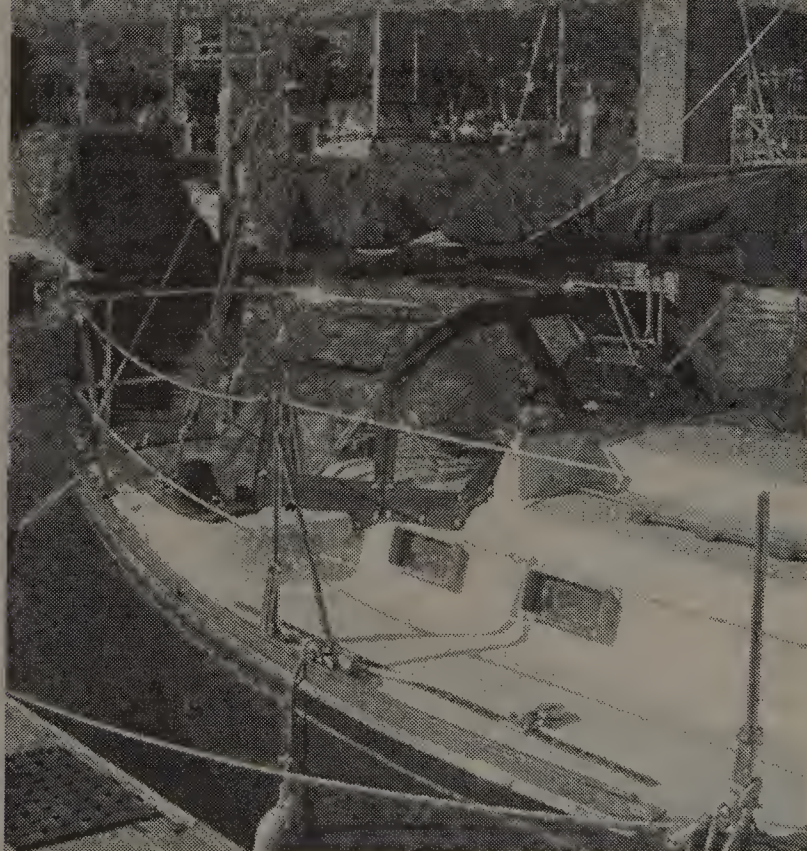
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TOP TEN TIPS

Diesel engines can be the curse of the cruising sailor. They are the most expensive piece of equipment on the boat, and reward this distinction by being dirty, smelly, and often requiring near impossible contortions in small spaces to service them. When they won't run, diesel engines also have the ability to reduce grown men to tears.

On the other hand, these high-tolerance contraptions are blessings to get us where we want to go in bad weather or periods of calms, power our onboard toys and necessities, make up hours against contrary currents, and allow us to dock with ease. If you find yourself afraid of that strange smelling hunk of metal lurking in the depths, or are crossing your fingers every time you turn the key, fasten your seat belt for some hard-won lessons gleaned on our two-year trip from San Francisco to Charleston aboard our 26-foot *Radiance*, and a few we have learned as we make our way back on our 'new' 1964 Chris Craft 35 *Althea*. Our 10 favorite wipeouts follow with the hope that you can learn something from them.

1. Fuel Woes

After rounding the aptly named Punta Mala on Panama's Pacific coast, variable winds had steadily clocked around to fill in on the nose. We had reefed, taken down our smallest jib, and then double-reefed the mainsail, and were left with no other option but to motor along with our semi-reliable 30-year-old Volvo MD2B engine. As the sun set and night

came, a bewildering display of running lights began to appear to starboard as tankers and container ships sprinted to the finish in a titan-sized drag race to the Panama Canal. On top of the dense ship traffic, there was a contrary current and steep chop. There were no moon

or stars, only a blasting wind and the occasional thud of hull flexing, pounding waves and a clamor of pots and pans banging below. The boat was down to 3 knots and there was every

indication it would be a long night.

And then came the slow strangling sound found only in an engine in the last throes of orderly function. The RPMs steadily diminished while an ominous clunking, rattling and shaking increased as if a 300-pound iron demon was about to be set loose on the world. Running below, I opened the engine hatch just in time to hear the two cylinders give a final sigh as if saying they had had enough and were officially clocking out for the night. Then, save for the wind, waves, and a few salt-seasoned expletives — silence.

Where to start? The fact that the engine had been running and then slowly tapered off to dormancy pointed to a fuel problem. The oil level seemed fine, and the engine hadn't overheated to our

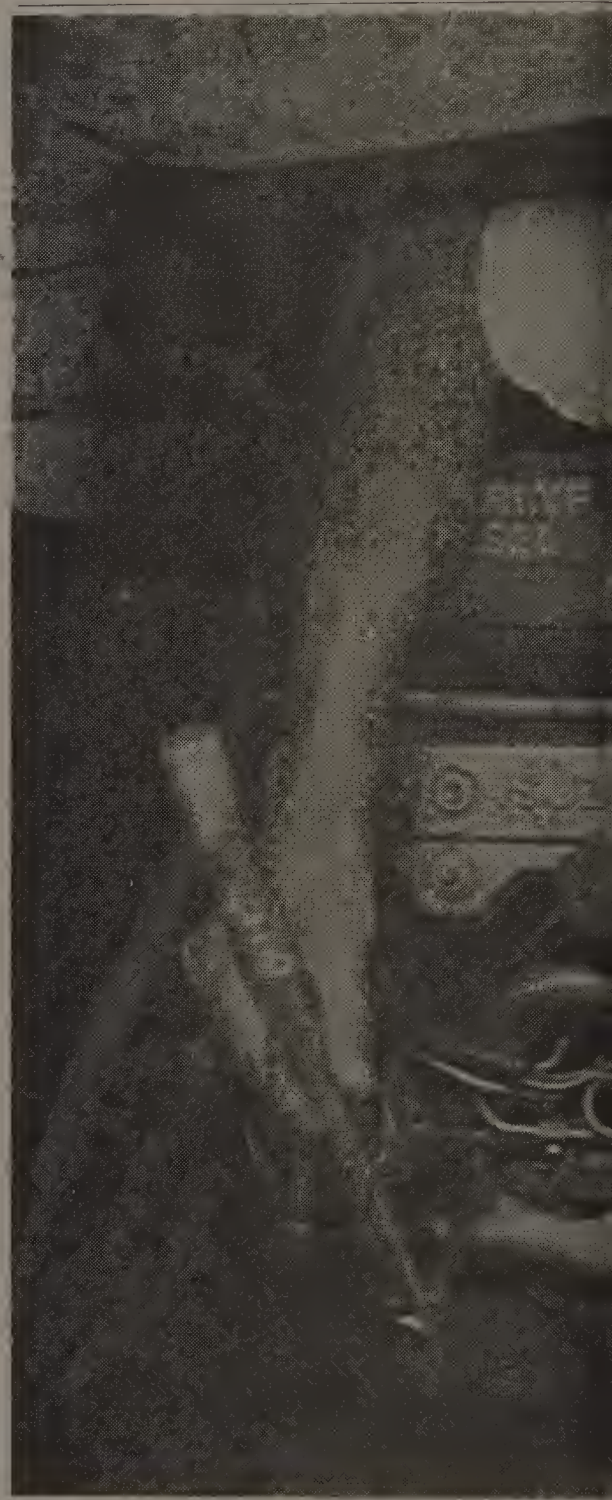
'Althea' is part of a short run of Sparkman & Stephens-designed sailboats made by Chris Craft in the '60s.

*When in doubt,
aim for the least
expensive boat.*

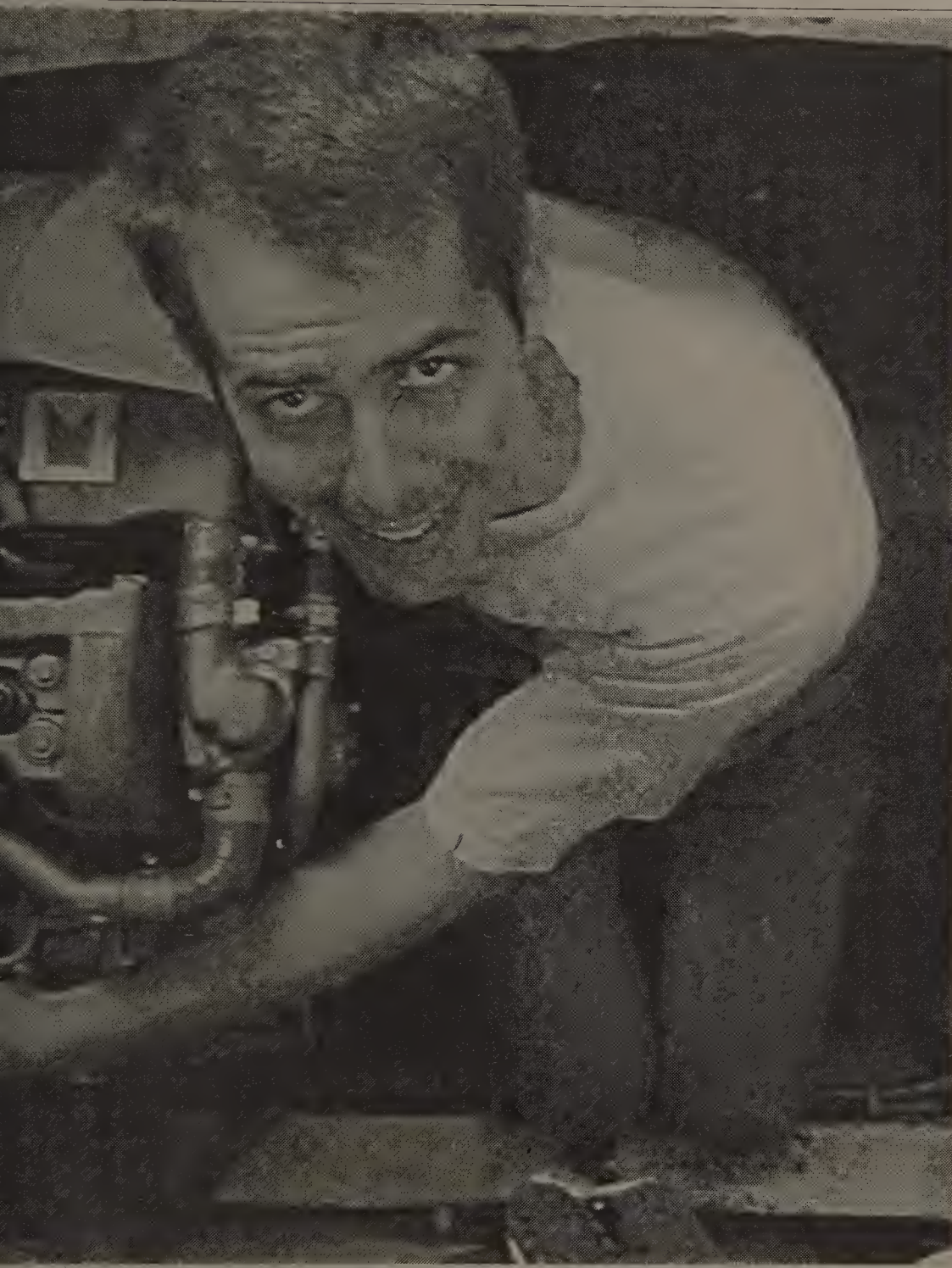


knowledge. Perhaps the fuel line had sucked some air after all the bashing around in the waves.

Steadying yourself in a pitching and yawing darkness in the cockpit is one thing, doing this while remedying a hot engine down below is quite something else. The 13-mm wrench fell beyond reach, a socket disappeared and wasn't found until several countries later, and a mysterious blister appeared on my left thumb from pumping the lift pump with too much enthusiasm — or perhaps it was adrenaline? A bleed screw stripped, diesel stung my blister and then sprayed everywhere, soaking a pair of jeans which would later produce their own slick in a laundry machine in Panama City that



TO AVOID DIESEL MAYHEM



Be nice to your diesel and — most of the time — it will be nice to you.

would never be the same.

After several tries, and enough time in the bilge to make even the most iron stomach queasy, the engine finally started. The crew was relieved and the cat poked her head out from her hiding place. Ships hadn't run us over. "Three knots in the right direction is a lot better than being hove-to or going backwards," went the attempt at optimism. It wasn't so bad after all, and the mechanic signed off for some rest.

Twenty minutes later I woke to the same slow mechanical strangling sounds. And the drill was repeated again. And again. And again. Each time the

engine started, it ran for about 20 minutes, then died. Morale plummeted. The cat hid. Somewhere around 2 a.m., in an epiphany granted only after reaching a mind-numbing pinnacle of fatigue, I decided to pull the fuel line off the tank. Instead of diesel, large clumps of a black tar-like substance came out. Once cleared, the engine started and ran like an athlete after a rejuvenating slumber. We set a new course for the Las Perlas, and promptly collapsed into a deep day long slumber on arrival.

Far and away the most common problem involving the engine shutting down underway is related to clean fuel. In rough weather, sediment, algae and water can get inside. In the case of metal

tanks, the very tank itself can rust away and cause the engine to be deprived of fuel. Our case was a combination of bad fuel and a rusting tank. Sometimes the fuel pick up line has a screen that can be clogged by sediment long before it reaches the filter.

An easy way to demystify what is happening in your fuel tank is to take a sample from the bottom of it, which can be as high tech as sticking a piece of hose down the fuel filler pipe, holding your thumb over the end and bringing it up to examine. Any black tar balls or rusty flakes mean you have junk in the tank.

Some tanks have inspection ports, which allow easy access for cleaning. Some have a sump where you can drain off some fuel from the bottom to see what kind of sediment you are dealing with.

The best way to deal with the problem is to do everything you can to avoid it in the first place. Make sure that you are putting only clean fuel in the boat by filtering it before it goes in the tank. It takes longer than if you just jam the nozzle in and let 'er rip, but it's a simple and effective way to keep the gremlins out.

2. Mexico Mystery Oil

Oil is to the engine as blood is to your body: vitally important. Keith Richards



On some boats, this is considered good engine access.

could party forever if he could just find the right filter. Luckily for your engine, the task is as simple as the closest automotive or marine store. The best way to keep an engine in shape for the long haul is to be scrupulous about changing the oil and its filters at the intervals recom-

TOP TEN TIPS

mended by the manufacturer. Oil suspends soot and many other deposits formed by the combustion process, and



First mate Laurie — when it comes to working on diesels, it always helps to have a smiling assistant.

carries them away from sensitive engine parts to be deposited — you hope — in the oil filter. With a big black Sharpie marker, we write down both the engine hour time and date on the filters themselves, as well as note them in our log book, so we know when to change them. But we didn't always. And we had problems.

Checking the oil each time before you start the engine is something your engine will thank you for by not leaving you in a lurch — well, at least not because of the oil. The scene of this crime was Isla Isabella off Mexico. In addition to the cat, we had both parents and a brother aboard — and a plane to catch so they could go home. Checking the oil revealed that the engine had somehow magically produced *more* oil, but oil of a different color, a weird silver, nothing that I had ever seen before. Oh well, we'll change the oil as soon as we can. Some absolute miracle allowed the engine to run through a long flat spell until we made it through the river mouth into San Blas.

What the oil level was trying to tell its ignorant observer was that saltwater had been mixing in and was now circulating freely among sensitive engine parts. A few days later, after an oil change, we were off Manzanillo when the engine quit again — this time preceded by three distinct reports that sounded like gunshots down below. We had blown a head gasket due to a leaking water pump with bad seals that had allowed seawater into the oil.

It was 150 miles or so to Zihuatanejo

and we were officially a sailboat for the duration. Unfortunately, there wasn't much wind. The trip was notable for the number of circles the boat spun on a flat sea, a lack of sleep, and dismal mileage. In one 12-hour period, we eked out exactly 12 miles. Seasoned hands would later tell us we were fortunate it wasn't 12 miles backwards. Eventually, we short tacked into Z-town in the early hours and managed to sail among the sleeping crews on other boats without bumping into anything. We set the hook and fell asleep, vowing — once again — to learn from the experience.

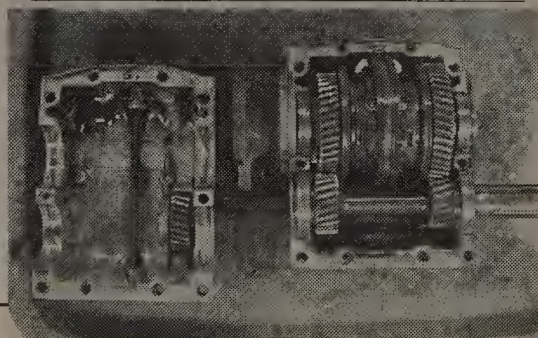
3. Broken Belts

Belts are a critical part of the combustion propulsion equation. Driven by the flywheel at the front of the engine, one or more belts run your water pump, which keeps the engine at its proper operating temperature; and alternator, which charges the batteries. Additional belts can run refrigerator compressors and even bilge pumps.

Knock on wood, we've only broken one belt on our travels, and the Volvo engineers back in the late '60s had enough foresight to install two belts off the flywheel end of the MD2. The redundancy allowed us to carry on when belt #1 broke during a driving rain outside Ensenada.

Like many other things aboard a boat, belts have a finite lifespan. It varies depending on the engine and how much it's used. But the nice thing is that belts are the easiest thing on an engine to check. When you're down there checking the oil before startup, just give the belt a quick once-over by eye and a little tweak with your fingers. If you see evidence of cracking, a lot of black powder around, or if the belt can be turned or deflected more than about a half-inch by hand, it's getting time to adjust or replace it. If you don't, the next sound you may hear is that whirring, flapping, whacking noise that a belt makes just before it departs this mortal plane.

Repair of the transmission on 'Althea' was not nearly the nightmare it could have been.



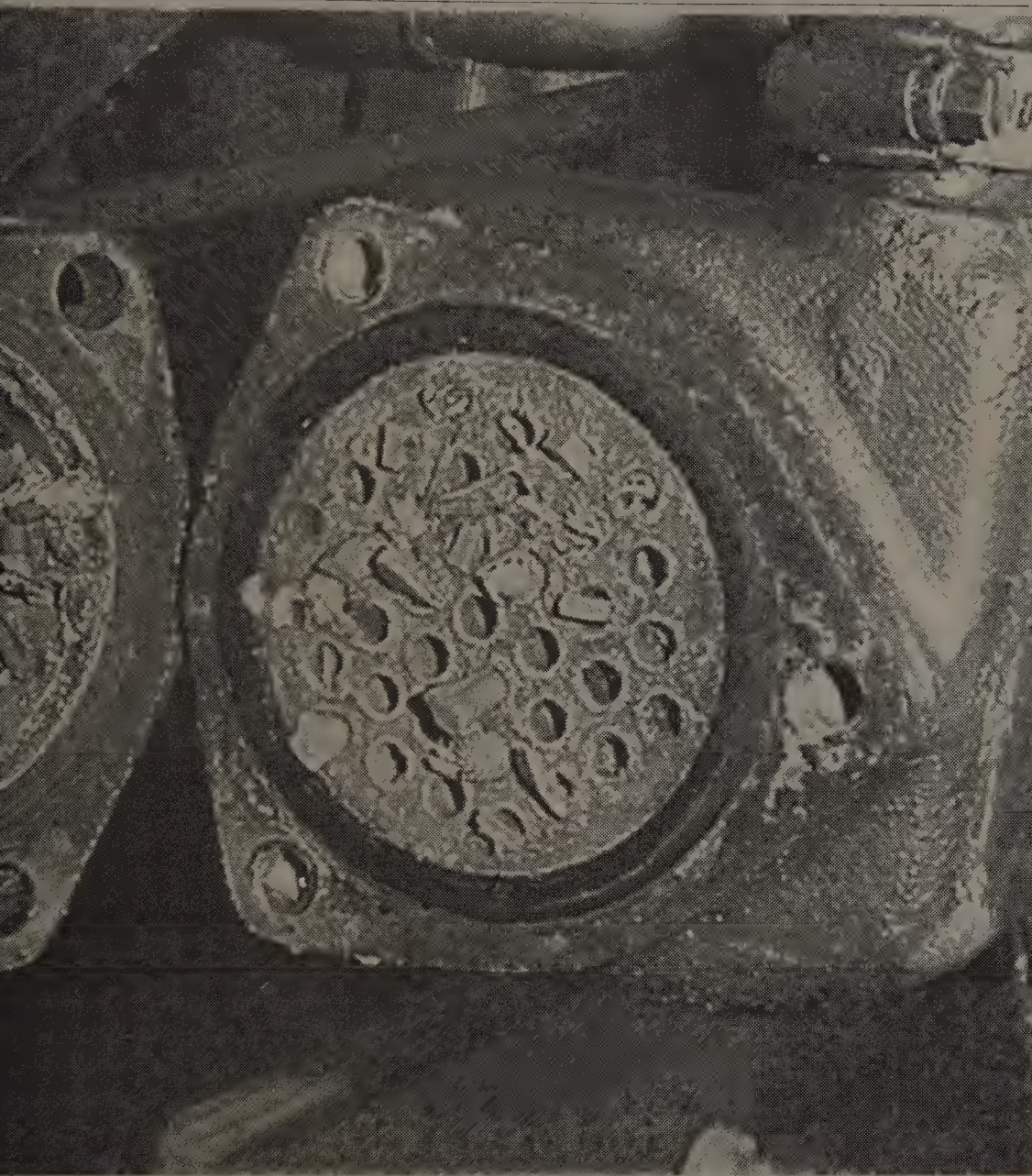
Change your belt before it breaks and carry more than one spare.

4. Impeller Shredder

A \$10 piece goes wrong and a 30,000-pound boat stops. Sort of like the crazed captain in *Das Boot* shouting for two *pfennigs* of wire, this could be you should you lose an impeller underway. Without it, the cooling system stops cooling, and the engine really shouldn't be run. It can be run for a short time (keep your eye on the temperature gauge!), but doing so increases the risk of transforming it into a large and useless paperweight.

Our trip from San Francisco to Charleston was notable for a number of things, including the fact that we never had an impeller problem on *Radiance*. However, shortly after buying *Althea* in Florida, we ran her aground on the way to having her surveyed. Our attempts at getting her free sucked enough intra-coastal waterway sand into the cooling

TO AVOID DIESEL MAYHEM



Remains of shredded impeller always end up somewhere downstream. Amazingly, this partially clogged exhaust continued to function normally.

system to shred the impeller, activating every engine alarm — none of which (we were told) had been heard in two years of previous cruising. Luckily, we were able to sail in light winds to within 50 yards of the marina. We motored slowly the remainder of the way and shut the engine down as soon as the boat touched the dock.

Using the engine to back a grounded boat off a sandbar is a great risk to impellers because all the mud and sand kicked up by the prop can be sucked into the water intake. But impellers can deteriorate quite happily on their own as well. We recently avoided another impeller disaster when my better half, Laurie, sighted a single rubber vane floating around in our raw water strainer. How it got there is another mystery that will

probably never be solved. But impeller vanes are like movie aliens: if you see one, there are likely many more lurking in the shadows.

When we got the impeller out, there were more bits and pieces of the impeller upstream packed into the heat exchanger than anywhere else. The strange thing was, water continued to come out of the exhaust with the same volume and vigor as it always had. The moral of the story: periodically check your impeller even if it looks like it's working just fine.

5. Gauge Meltdown

A small boat transiting the Panama Canal has plenty to worry about: ships, tugs, barges, currents, and immense line handling loads. But a small boat transiting the Panama Canal with a boatload of parents and a sister on vacation when the oil light begins to shine brightly is in another dimension.

Breaking down in the Canal is against

the rules as far as the Canal Commission is concerned, and it's purportedly a several hundred dollar-per-day fine. So when the engine oil light came on after exiting the first lock, our hearts promptly lodged in our throats — and stayed there. We alternated glances between the steady 'red eye of doom' that was our oil alarm, and the blissfully unaware Panama Canal advisor, whom we kept in the dark over the catastrophic engine failure we anticipated at any moment.

Laurie's mom strategically placed herself between me and the adviser, chatting him up as I added oil. In addition to going into the engine, the oil also went onto the engine, producing a cloud of blue smoke which wafted into the cockpit.

"I hope everything is okay in there," he said in heavily Chinese/Spanish accented English.

"Just fine," I answered in my best it-always-does-that tone. Somehow, we made it.

While gauges and 'idiot lights' provide critical information about the engine, on rare occasions, the senders (the little connectors screwed into the engine that tell the gauge what to say) go bad. Our oil pressure sender had simply chosen the worst time in the voyage to conk out. We bought a new one in Colon for \$4 and never had a problem again. If we'd had more gauges — oil pressure, as well as water temperature and an RPM gauge — we would have been able to make a more informed decision instead of just guessing right.

6. Cable Mania

Shifter and throttle cables also need inspection and replacement periodically, a lesson we learned just a month ago sailing off the coast of Venezuela. The wind had finally died and we were trying to get to Puerto La Cruz before dark. The engine started, but when I went to put it in gear I experienced a fleeting sense of vertigo — the boat seemed to be moving backwards. When I attempted to shift into neutral, nothing happened. A quick check below revealed the shifter cable had broken. We could still go into forward by manually moving the lever on the transmission. But this meant that we'd be going into our first marina in months — one laden with expensive and easily damaged boats — with no neutral and no reverse; only forward gear.

We radioed Bahia Redonda, explaining in both English and our best *gringo* Spanish that we had limited maneuverability, then motored in as slowly as the boat would go. The harbormaster came

TOP TEN TIPS

out to meet us and promptly led us to the furthest, tiniest slip way back in a corner between an immaculate sport-fisher and small *panga*. When in doubt, aim for the least expensive boat. Several boatlengths away, I killed the engine and cranked the helm over at the moment of truth. "Reverso!" the harbormaster implored. "No *tenemos*," we replied. But the gods were with us and we glided into the slip, just kissing the dock.

Moral of the story: Bent, broken, rusted, cut or otherwise tweaked cables need replacing. (Be particularly vigilant with cables that go around a tight radius, as they wear out faster.) Secondary lesson: lose *accento gringo*.

7. Keeping the Shaft in the Boat

This classic breakdown actually occurred in Richardson Bay on a boat whose owners will remain anonymous for now. But the experience of hurtling under full sail on a beam reach toward a pylon without being able to alter course has remained vividly etched in my brain.

It was the first time I had sailed on his boat, something I had been looking forward to — and, most tellingly, the first time in a long time the boat had moved from the slip.

We got the sails up and trimmed as soon as we left Clipper Marina and began sailing down the channel toward the Bay. Suddenly the skipper uttered a series of unprintable oaths, handed me the helm, and disappeared into the bowels of the engine room. The boat was on a collision course with the number 14 pylon looming up ahead, and the tiller in my hands felt like a broken bone. There was no way to steer, and impact was imminent. The skipper reappeared, took the helm, and we braced for impact.

There are a number of surprising things about colliding with a pylon. One is that they actually move. The twang of the port shroud against the pylon resonated a middle C or so, and we bounced off with little damage done. Eventually, the skipper was able to slide the shaft back into the coupler. It had somehow come loose, slid three quarters of the way out of the boat, and jammed in the rudder, rendering it hard over and useless.

We were able to sail to the dock without incident. A hose clamp on the shaft near the cutlass bearing would have kept the shaft in the boat, and saved us the adventure.

8. Whimsical Wiring

The most vexing problems are doubtlessly the ones that are deceptively simple, but that persist despite the best



When all else fails, you can always sail to where you're going.

attempts to solve them. These are the ones that keep you up late at night, tossing and turning.

As with all recently-acquired boats, our current vessel came with a number of perks and a few quirks — including the game called will-the-engine-start-when-I-turn-the-key? The majority of the time, oddsmakers in Vegas would not have bet against it much, but every 20th or so attempt, the starter made a clicking noise. . . and that was the end of the show.

Per the advice of the previous owner, the drill was then to get into the engine compartment, turn the flywheel a quarter turn, and try again. Why this would work was never quite clear to me, but in the beginning, it did. Over time, though, the technique started losing its effectiveness, the engine became harder to start, and morale was known to suffer.

My sleuthing with the voltmeter indicated the wiring was up to specs, and I disassembled, cleaned and reassembled the main electrical panel. Then I started the engine 12 times in a row at the dock, which I thought meant the problem was solved. Until we wanted to go sailing. Then it wouldn't start. Back to square zero.

Advice poured in from all corners. One theory was that the teeth on the ring of the flywheel were wearing down in the same spot where the bendix engaged. To fix this, we could flip the flywheel so it would engage on the other side. The

transmission would need to be pulled off, of course. Then the ring would have to be heated with a torch, taken off, flipped, and the whole lot reassembled. This sounded like a lot of work, and there was no guarantee it would solve the problem.

Other theories included less intrusive repairs, like the starter solenoid. The starter itself was also a prime suspect until it took a trip to the starter shop and performed flawlessly on the test bench. I had a new solenoid installed anyway. It didn't help.

Before ripping the engine half apart to switch the flywheel, I decided to try one more thing: I reran the ignition wires. They looked fine, and my earlier voltmeter tests said they were working perfectly, but understand I was getting desperate. And in one afternoon, a problem that had plagued us for months vanished. There is a special peace knowing that the engine will start at any time. Morale rebounded and life was good once more.

Suspicious wiring should be replaced. You should also have a working knowledge of what each wire from your ignition panel to the starter is for, as well as where the senders are on the engine. Keep Vegas out of the ignition process.

9. Transmission Trials

Grinding noises are never good when they emanate from an engine. And the farther you are from civilization, the louder and more fearful they are likely to sound — and sometimes be.

The Exumas in the Bahamas is known more for its clear water and scenic cruising than for its transmission repair services — which are, in fact, nonexistent despite an annual rally that brings at least 300 boats to the area each year. When we were there, our transmission started making a grinding noise as we backed the anchor down, and we again made the transition to sail-only.

We sailed through a bit of a white-knuckle cut and blasted 70 miles south to Georgetown on an arriving cold front. We were pretty nervous about dissecting the transmission. But, if man made it, man can fix it, went the somewhat tenuous reasoning. It's only a diesel engine, not a nuclear submarine. Right?

Once we had the gearbox off the engine and apart, we could see the problem: the damper plate on the flywheel had gotten into a brawl with the input shaft and both had wound up losers. The good news was that we could still run the engine to charge the batteries. The

TO AVOID DIESEL MAYHEM

ALL PHOTOS MARK AND LAURIE MATTHEWS

bad news was, I would have to rent a moped and risk my life driving on the wrong side of the road to pick up parts we ordered from Florida.

The cruisers in Georgetown were a fount of advice and information. To begin with, they had to tell us what the mangled parts were actually called, so we could order replacements. One of the great things about the cruising community is that someone else out there has quite likely already suffered the mechanical breakdown you are facing and can give valuable insight.

In the end, we got everything together, bolted the transmission back onto the engine, spent another maddening day aligning it with the shaft — and were back in action and ready to continue south.

10. Extraneous Erratum

There are a number of little things you can do to avoid engine adventures like ours. Or at least postpone them.

* Engine problems are easier to fix at

the dock or at anchor than underway. Okay, that's too obvious. But they're also easier to fix if you have good engine room lights. Mood lighting is okay for the main saloon, but down below, make sure your lumens are up to par. If you need to, get more or more powerful lights. You can't fight what you can't see, and more light enables you to see diesel, oil, or water leaks before they become major catastrophes.

* I don't care what anyone says, there's a good dose of black magic in diesel engines, and you should deal with it head-on. There was a picture of the Virgin Mary mounted above our old Volvo, and it seemed to help. The engine room on our current boat sports lots of Grateful Dead stickers above the three-cylinder Isuzu, and these also seem to be doing the trick.

* Keeping the engine clean will not only let you know if there are ongoing leaks, but may also encourage you to work on it.

* Engine zincs (cheap) should also be

changed before saltwater eats them up — or eats a hole in the heat exchanger (expensive).

* Keep the engine room free of clutter and make sure that nothing will fly around and tangle with the engine, belt, or shaft.

* Just as you wouldn't set a spinnaker and go below for a nap (well, most of you), never run an engine or a generator without being onboard. It's just asking for trouble.

* Finally — and once again — checking the oil, fuel, and coolant levels before you engage the iron jib is an (almost) surefire way to keep things running smoothly, or catch any problems before they become calamities.

Were I a powerboater, I'd have been dashed to pieces on the rocks long ago. Here's hoping the engine misadventures that come your way are few, and that the flawless hours of engine time are many. And *should* there ever be a problem, that the wind and currents that day are in your favor.

— mark matthews

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CAT SUIT

A phyrric victory in the 'cat suit'? In the February *Sightings*, we reported that Peter Schlenzka and Julie Langhorne of the Lake Tahoe area took delivery of a new Fountaine Pajot Marquesas 56 catamaran following the 2000 Miami Boat Show. After spending six months sailing her to Trinidad, they and the builder became embroiled in a dispute over the repair of alleged defects. The couple ultimately retained Oakland attorney Ted Keech to sue Fountaine Pajot, hoping to collect up to \$5 million in actual and punitive damages over what originally could have been settled for \$25,000.

Keech sent us both an update on that case and a response to a March letter to the editor by Mike Wiley, who criticized the lawsuit. Keech's letter is printed below. We contacted Fontaine Pajot for comment, and their response appears near the end of this article.

First, from Mr. Keech:

Thanks for your Tied Up in a Cat Suit item in the February *Sightings*, and your levelheaded comments after Mike Wiley's letter in the March issue. For those inclined to think this was a tempest in a teapot, let me set the record straight.

The boat was not, as Mr. Wiley calls it, a 'demonstrator.' Instead, the written contract called for a semi-custom boat that would be used by Fountaine Pajot for five days in one boat show and delivered to Peter and Julie in "like-new condition." Contrary to Mr. Wiley's inference, there were never two prices for the boat; there was just one. True, that price had a component for boat show use, but Peter and Julie never claimed that they were entitled to recover a higher price than they actually paid.

The owners did not 'cruise . . . until August, 2000'. Instead, it took them until nearly August, 2000, to get their supposedly new and commissioned boat fully commissioned, because neither Fountaine Pajot nor the dealer took any responsibility for organizing or supervising the repair or installation of any of about 50 items that remained unfinished after the boat was delivered.

In August, the family sailed the boat to Trinidad. After that one trip, Peter discovered some indications of damage. He tried to get Fountaine Pajot to fix the boat, and Fountaine Pajot steadfastly ignored him. Fountaine Pajot never offered to repair the damage under warranty, explain

how it had happened, or explain why its own repairs had failed so obviously after less than half a year. Instead, they handed the case over to their insurance company without ever even inspecting the boat.

hauled for repairs between its first launching and the beginning of the delivery voyage, Fountaine Pajot continued to claim ignorance of any damage to the boat.

The judge also found that Fountaine Pajot's decision not to attend the trial was an attempt to frustrate plaintiffs' right to recover punitive damages. Under California law, a plaintiff cannot re-

What was once a \$20,000 problem has turned into a \$3.25 million judgment.

The case went to trial on February 7, 2003 in Alameda County Superior Court. Fountaine Pajot, true to its pretrial announcement, did not show up.

We put on the evidence, and the court found that the boat had broken loose in La Rochelle during a storm of hurricane force winds in late December, 1999, and sustained serious structural damage to the port hull. The evidence showed that after the storm and before the delivery voyage, Fountaine Pajot hauled the boat, removed the mast, made repairs below the waterline along the entire length of the port side of the port hull and around the bow, made repairs above the waterline on the port side of the port hull, replaced the forward crossbeam, and later resteped the mast. The mast was resteped just the day before the delivery voyage started. Even if it was properly tuned then, the new rigging stretched during the delivery voyage and caused the bottom of the mast to wear away and crack where it pivoted on the mast step.

The court found that the two highest-ranking people in the company, Jean Francois Fountaine and Eric Bruneel, had known about the storm, the damage and the repairs, and yet never told the buyers. This means that while Peter was repeatedly asking questions and requesting help, Fountaine Pajot's top executives were sitting back doing nothing, saying nothing, even though they knew what was wrong with the boat and knew it was their responsibility.

The judge found that Fountaine Pajot committed perjury in pretrial discovery. We had repeatedly asked Fountaine Pajot to describe what had happened to the boat. Bruneel and Fountaine repeatedly answered under oath, falsely contending that Fountaine Pajot knew nothing about any damage to the boat. When we confronted Fountaine Pajot with pictures of the storm damage around La Rochelle and evidence that the boat had been

cover punitive damages without showing evidence of defendant's net worth. Fountaine Pajot was under a court order to produce its financial information on January 17, and on January 16 it stopped participating in the case to avoid providing the information. We were able to get the information anyway because in France the financial reports of even privately held companies are public documents, and in fact, we got them off the web.

In summary, the judge ruled that Fountaine Pajot had defrauded Peter and Julie, endangered them and their children, lied under oath to try to conceal it, and pulled out of the lawsuit to try to frustrate their punitive damage claim. The court's judgment gave full restitution to the plaintiffs and punished Fountaine Pajot heavily for its misconduct before and during the litigation. As a result, the judgment was much larger than any amount that had ever been offered in a settlement.

(Editor's Note: During a telephone conversation, Keech told *Latitude* that the total judgment against Fountaine Pajot was \$3.25 million.)

Mr. Wiley's letter expresses concern about ethics, but he confuses the victims with the wrongdoer, just as, I am afraid, *Latitude's* February piece did to some degree. Peter and Julie are not the wrongdoers. They were defrauded in their purchase. Their only fault was being inexperienced in the ways of French boat manufacturers and French law. Fountaine Pajot, on the other hand, cheated them and resisted their efforts to obtain justice at every step. And contrary to the implication in *Latitude's* February item, it was Fountaine Pajot, not the defrauded buyers, who brought bankruptcy upon the dealer, Rod Gibbons. Fountaine Pajot had a legal obligation to indemnify Rod Gibbons for the consequences of the manufacturing defects in the boat. In cases like this, the manufacturer generally defends

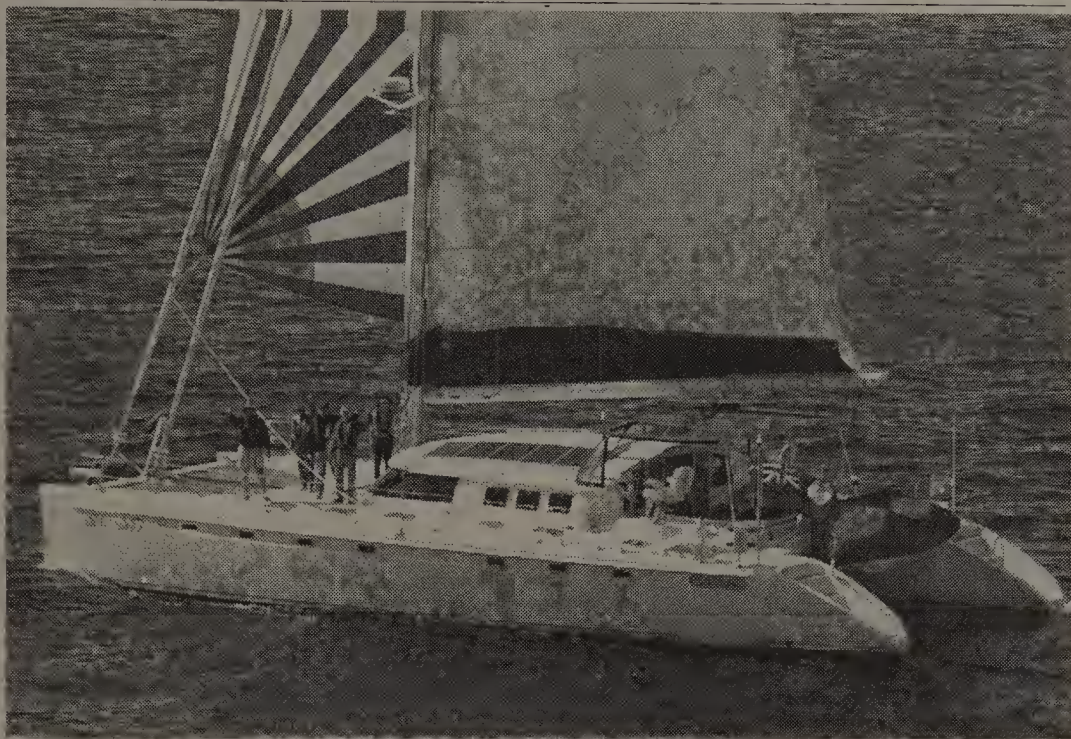
— MORE FRANCO-AMERICAN HOSTILITIES

the dealer to avoid duplicate legal fees, but Fountaine Pajot did not. Rod Gibbons, in my view, is another victim of Fountaine Pajot's obstinance, fraud and perjury, along with Peter and Julie.

Mr. Wiley cannot charge me with unethical behavior — in the sense of violating State Bar rules — for two reasons: first, he has no knowledge of my conduct; and second, I did not do anything unethical. By charging unethical conduct, he must mean that it is wrong for a plaintiff to sue, or for a lawyer to assist in a claim, for actual damages and punitive damages when the law allows them, and on this point I disagree. Peter sought to have Fountaine Pajot fix the boat. There never would have been a case if Fountaine Pajot had taken the boat back for a month in Trinidad and fixed everything.

Then in the spring of 2001, Peter made a very modest settlement demand under which he would have kept the boat and sold it himself, but Fountaine Pajot never even responded. By the time Fountaine Pajot finally offered serious money to settle, the cat was out of the bag: it was obvious that Fountaine Pajot had cheated Peter and Julie and that, if it had not been for a lucky chance that led to discovery of the storm and the damage, Fountaine Pajot might have gotten away with it by lying under oath.

Peter went to trial because he had been intentionally and repeatedly wronged, and he wanted justice. He also wanted others to know that when one deals with Fountaine Pajot, one has to take into account a little-known provision of French law called Article 15 of the French Civil Code. Fountaine Pajot interprets this law to mean that no judgment obtained outside of France can be enforced against Fountaine Pajot in France. Indeed, when Fountaine Pajot announced that it was dropping out of the case, it took the trouble to taunt Peter and Julie with the threat that they would not recover on any judgment. This means that every purchaser of Fountaine Pajot boats takes the risk that if there is anything



Marquesas 56 cats are popular both with charter companies and also with world cruisers. This sistership, 'Dolce Vita', was photographed at the start of the 2001 Baja Ha-Ha Rally.

seriously wrong, Fountaine Pajot will retreat to fortress France and contend, in effect, that it is not subject to the American consumer protection laws requiring manufacturers to stand behind their products.

Fortunately, in this case, Article 15 does not apply, because the court specifically found that Fountaine Pajot had consented to being sued in California, and we know that Article 15 does not apply where the French defendant agrees to litigate outside of France. Nevertheless, Peter faces yet another battle in France to enforce this judgment.

When everything is put in perspective, one sees that Fountaine Pajot, believing that it would ultimately be shielded by Article 15 of the French Civil Code, felt free to perform slapdash repairs that would allow the boat to make the boat show, conceal them, refuse to take responsibility when the shoddy repairs failed, lie about the damage under oath in pre-trial discovery, and then, after fighting the case for almost two years, thumb its nose at the court by not showing up for trial.

Somewhere along the line, anyone else would have given up. The expense and risk would have been just too great, and Fountaine Pajot would have gotten away with it. Fountaine Pajot, however, picked on the wrong guy in Peter Schlenzka, who, despite being out of pocket a huge amount for the boat, was still willing and able to shoulder the costs of proving his case and making an example of a wrong-

doer.

I would ask Mr. Wiley what is unethical about resorting to a lawsuit after being unable to work out the problems by settlement, and what is unethical about seeking the remedies allowed by law against a manufacturer who has cheated its customer and then lied about it in an attempt to pervert the judicial system?

Latitude's final comment is that the legal system cares more about money

than justice. What can the legal system do in a case like this except award money? It can't order Fountaine Pajot not to have conducted its secret, shoddy repairs. It can't allow its citizens to be driven into the ground by arrogant companies willing to do anything to avoid justice.

I think that you might have meant to say that either the lawyers or the plaintiffs care more about money than justice. I won't try to speak for myself, for it would only be self-serving; I get paid to do this stuff. But I will speak for Peter. All he ever wanted was justice. He couldn't get his boat fixed; he didn't know what had happened to it; he was compelled to spend a fortune to force Fountaine Pajot to take responsibility for manufacturing defects. What else was he supposed to do? What justice would there have been in not seeking the remedies the law provides?

— Ted Keech, personal shark

When contacted for comment, Fountaine Pajot General Manager Eric Bruneel had the following response:

We've been in business for 27 years. Our main goal has always been customer satisfaction, and we do have a high reputation in the industry. We have built more than 1,100 cruising catamarans, and they remain a popular choice in the used market. A French company, we export 90% of our production all over the world. The United States currently represents around 15% of our turnover.

"Unfortunately, we have a problem with this case. Our insurance company is dealing with it, but it is non productive for everyone. All yards and experts who

CAT SUIT

have seen the boat agree that there is nothing wrong with her, just cosmetic issues that are easy to fix and common in our industry. The costs have been estimated at between \$3,000 and \$5,000. The customer makes it impossible for us

ance of grasping at straws.

Our point is that it would be necessary to hear both sides of this case before making a decision on it, and in this case only one side has been presented in detail.

"Peter went to trial because he had been intentionally and repeatedly wronged, and he wanted justice."

to deal with him. His constant increased and unrealistic expectations can't be met. We tried very hard to do everything possible for us to settle the dispute, but everything has always been rejected by the customer's lawyer.

"Your Tied up in a Cat Suit Sightings in the February issue, and the March letter to the editor by Mike Wiley, have been read by us. We find that they — especially the letter written by Mike Wiley — give a fair description of the situation.

Readers should keep in mind that the above is just a broad statement by Fountaine Pajot's General Manager. Had their lawyers responded, we suspect they would have contended almost point by point all of the 'facts' cited by Mr. Keech. In addition, we think a lawyer would have drawn attention to some curious aspects of the lawsuit. For example, the mention of the forward beam and mast having been taken off and replaced while repairs were made to the hull — as if this were some awful thing. In truth, these are like having the tires temporarily removed and then put back on a new car. What's the problem?

Similarly, we think the plaintiff's claim is weakened by the fact they criticize Fountaine Pajot about the tuning of the rig, saying that the new shrouds would have stretched coming across the Atlantic. Well of course they would have, but so what? Rigs have to be tuned on the water as opposed to at the dock, and isn't going across the Atlantic being on the water? In fact, given the tripod rig used by cats such as the Marquesas 56, in which the leeward shrouds become completely slack while sailing, it's very simple and easy to do. If this weren't done and it caused a problem with the bottom of the mast — which in any event could be easily remedied — it would have been negligence on the part of the delivery crew. So these kinds of accusations give the Tahoe couples' case a certain appear-

In any event, the current score is pissed-off American plaintiffs having sought redress in the American legal system, while an equally pissed-off French defendant's insurance company now seeks its own redress in the French legal system. The only sure winners are the lawyers. The only sure loser so far is the American legal system, for the size of the judgment once again seems preposterous. As the plaintiff's attorney admits, what was once a \$20,000 problem has turned into a \$3.25 million judgment. However, it wouldn't surprise us if the very size of the judgment might not make the French — who aren't particularly chummy with us Yanks these days — less likely to enforce it.

Personally, we don't have any idea if the plaintiffs or the defendant might be more at fault for this dispute not being settled more quickly and at less expense — although we suspect there might be plenty of blame to go around. The thing to keep in mind is that virtually any damage to a foam and glass boat can be repaired to as good or better than new condition, both structurally and cosmetically, with relative ease and not that much expense. The plaintiffs say the defendants were responsible for this not happening. The defendants say it was the plaintiffs' fault. A classic case of 'He said — she said'.

Nonetheless, there's one thing about the judge's verdict that strikes us as being particularly absurd. According to Keech, the judge found that Fountaine Pajot's alleged negligence put the lives of the plaintiffs and their children in danger. We can only assume that the judge must have been sold a bill of goods in this respect, because in our opinion, based on what we've seen and read, there is nothing in the alleged damages that would even remotely have put the plaintiffs' lives in danger. As such, we can't help but wonder if the judge had all the information and expertise with which to make a judgment.

So Schlenka and Langhorne have won a \$3.25 million verdict in a case that Fountaine Pajot's insurer elected to walk away from. However, it's entirely unclear if the Tahoe couple will ever collect. Keech, their lawyer, is naturally optimistic, but admits nothing is for certain. For their part, Fountaine Pajot's insurance company is literally betting millions that Schlenka and Langhorne's ultimate reward from the French legal system will be a boat that's been baking on the hard in the Florida sun for a very long time — and a stack of expensive legal bills.

For what it's worth, we were once in a similar situation. We had a slightly larger custom catamaran built, and there were some much more significant problems that made us unhappy. Extremely unhappy. The builder fixed some of them, but not all. We considered a lawsuit during and after the construction of the boat, but ultimately decided against it. There were three downsides: 1) We might not win; 2) We might win and not be able to collect anything; and 3) We'd be out of the money, out of a boat, and miserable for however long — at least a couple of years — it might take for the suit and any possible appeals to play out.

We decided against the lawsuit for two reasons. First, we figured we'd be happier spending the next several years sailing rather than meeting with lawyers and going to court. Second, we'd gotten such an excellent price on the boat that we could pay for many of the repairs ourselves and still feel we came out with a reasonably good deal. In our case, we feel we made the right decision. We spent the extra money and then concentrated on having fun with the boat. And have we ever! If we chose to dwell on some of the things that were done wrong or never got fixed, we could still generate a lot of anger — which is why we chose not to. Overall, we're glad we took the path we did.

We're not for a minute suggesting that Schlenka and Langhorne — or anybody else — should do what we did, as the circumstances in each case can vary tremendously. Nor are we suggesting that boatbuilders should be allowed to get away with cutting corners or substandard work. We are suggesting, however, that as a very general rule, it's best for both boat buyers and boatbuilders to have as little to do with lawyers and courts as possible. Both parties should try very hard to work something out before going to court.

— latitude 38

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DOIN' THE DITCH

The crucial ingredients needed to cross the Panama Canal are as follows: friends who don't turn green, knuckles that don't turn white, and a Captain who won't turn yellow when a 976-ft container ship passes close enough to catch a Frisbee.

Luckily, Greg and I had three friends fly in to help us transit *Scirocco* — Greg's

to be one grand day, actually costing quite a bit less than a grand. Good thing we have friends, though, because to rent crew would have set us back another 55 bucks a person. It is mandatory that each vessel have five people on board for

flushes? In his spare time I bet he surfed the web to find flush-fetish websites. "You have to flush it for me. No flush, no go. Race boats used to transit and give the Canal pilot a bucket to pee in. Now all vessels are required to have a flushing toilet."

"Our potty works just fine." *Flush!* I demonstrated our toilet like a hostess on a game show. It was a good, loud swooshing flush. I hate to admit it, but I was even proud. "Do you have a holding tank?" Frank asked.

"Yes, would you like to stick your head in it?" I offered. "No, I'll trust you on that one."

Frank and I exited the bathroom giggling and found my boyfriend in the salon with a squinched up face. His expression gave me about five seconds to explain why I was in our tiny head with a complete stranger. "Would you believe he wanted me to prove that our toilet

GREG RETKOWSKI

It only took a few phone calls and a couple of visits to the 'Officina de Grouchy Old Ladies' to arrange things.

Morgan Out Island 41 — through the Panama Canal. After cruising together for over a year, Greg and I had heard a lot of CRs (cruiser rumors) about crossing the Canal. Some said it might take up to two weeks to organize a transit. But that rumor was more like what kids eat for lunch these days — baloney.

It only took a few phone calls and a couple of visits to the 'Officina de Grouchy Old Ladies' to arrange things. In two days, we were able to complete the paperwork and even specify the exact day we wanted to transit. (It's nice to know the precise day of your passage, so that your friends with jobs can watch you cross the Canal live on the web cam at the Mira Flores locks.)

The first hoop we had to jump through was having a Canal guy come out and measure *Scirocco*. The Canal authorities sent us a guy named Frank who quickly got down to his measuring tape business. After a few minutes, he informed us that Greg's Out Island 41 was actually 48.6 feet. (He measured all the way from the dinghy davits to the protruding anchor edge.) He didn't care that we had a boatload of documentation to prove otherwise. "Funny, they call it a Morgan 41 because it is 41 feet." Still, we managed to sneak under the 50-ft limit that let us pay the minimum Canal fee of \$500. Another foot and a half would have added another \$250 to our bill. This Canal is one place where bigger isn't better. The largest vessels pay almost \$200,000 for their transits.

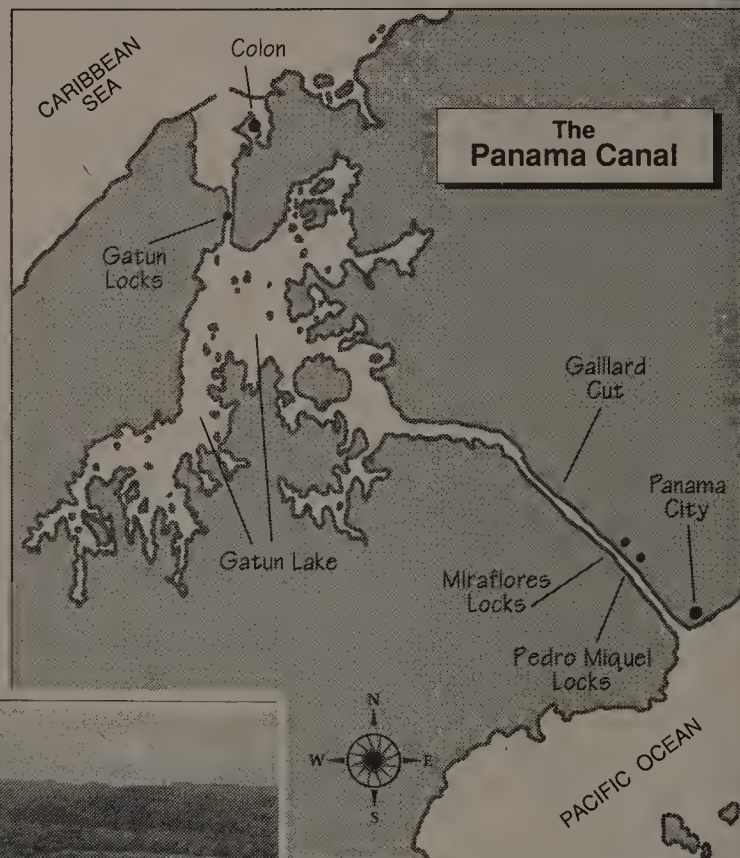
We doled out another \$100 in administration fees, 80 bucks to rent four 125-foot lines, and \$20 more to buy ten taped-up tires to use as extra fenders.

Our transit was shaping up

the passage, one at the helm and four linehandlers. The Canal provides a pilot which makes the transit a party of six. After we learned that *Scirocco* was bigger than we ever thought, the Canal guy asked me where the "head" was. I pointed and figured Frank could take it from there. Then he motioned for me to come in with him. I was thinking: "What a bunch of weirdos these Canal guys are." I looked around for my boyfriend who seemed to have disappeared into one of the extra 7.6 feet that *Scirocco* had gained five minutes earlier. Greg never seems to be around when other men ask me to go the bathroom with them.

"I'm not into watching," I said. He laughed. "I want you to flush it for me." Was I dealing with a preschooler? "Are you afraid you're going to get sucked down?" Maybe he was just a loon that was into toilet

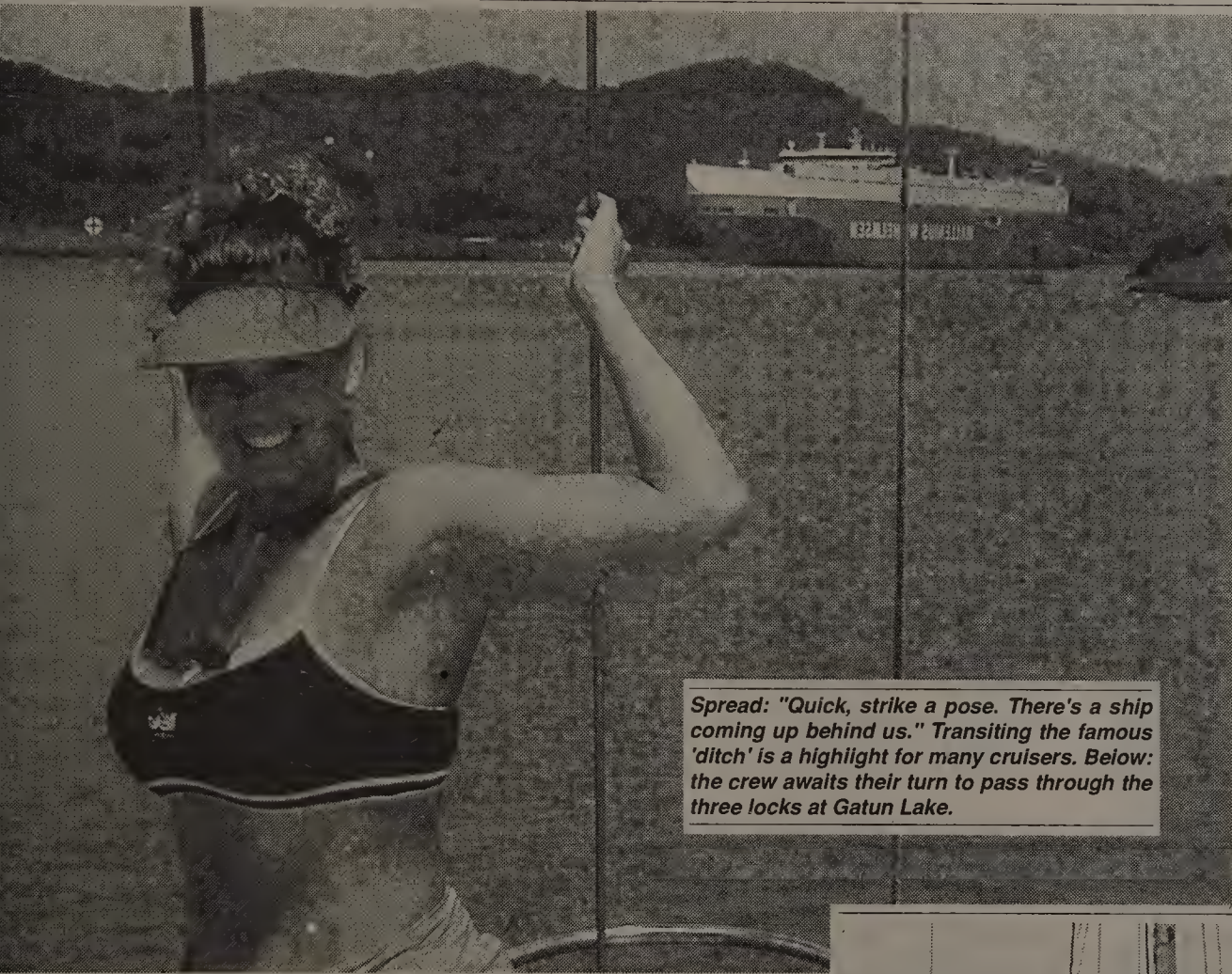
Aerial view of the Gatun Locks: The Canal is still considered to be an engineering marvel.



PANAMA CANAL AUTHORITY

worked?" Why does the truth so often sound like a lie? After that, Frankie flush-fetish gave us some bad news. The Canal paperwork said that if our sailboat could not maintain 8 knots-per hour (most sailboats can't) then it would take two days to transit the Canal. If it took two days, then we would

— SCIROCCO'S CANAL TRANSIT



Spread: "Quick, strike a pose. There's a ship coming up behind us." Transiting the famous 'ditch' is a highlight for many cruisers. Below: the crew awaits their turn to pass through the three locks at Gatun Lake.

Scirocco. Anne was the captain of fun. She has been Rennie's mate (both 'first' and 'soul') for the past ten years. She's an entertaining engineer who was queen of *Scirocco's* cockpit. (However, when there are women on board, I like to refrain from calling it a "cockpit.") Nick, the former owner of *Scirocco*, has a captain's license to maneuver a 50,000 ton vessel. (*Scirocco*, weighing in at 25 gross tons, is a bit smaller than that.) Nick was also our premier lobster chef. At two bucks a tail, we could afford to dine on crustaceans every night!

Rennie and Anne had never met Nick before, but they somehow managed to locate him on a connecting flight at the airport. "Sailors can al-

be charged an additional \$450 dollars. What? That would effectively double the cost of our Canal transit! This was the first time that we'd heard of this expensive rule. Irritated at the financial surprise, we became financially committed to making the passage in one day.

Our final task was to tidy up the boat for our guests. Cleaning is not my forte. Luckily, the Balboa Yacht Club offered to have someone detail the boat for an entire day for \$30. What a deal! If you want the job done right, hire a professional.

I should have realized something didn't smell right when I saw her. No one should attempt to clean a boat older than herself. *Scirocco* is a '73 model, which means she's about to have a crisis about turning thirty. The young lady obviously had experience cleaning, but it certainly wasn't on a boat. While *Scirocco* rolled around on its mooring, she couldn't keep her balance. Then she started looking at me funny. Soon came the puffy cheeks and pursed lips. Suddenly, she did an amazingly accurate imitation of one of those scary spitting dinosaurs. She barfed all over *Scirocco*. Headline: Cleaning Lady Makes a Mess.

I felt bad for the seasick lady so I paid her and took her back to shore. Vomit is right up there with cat pee as one of the

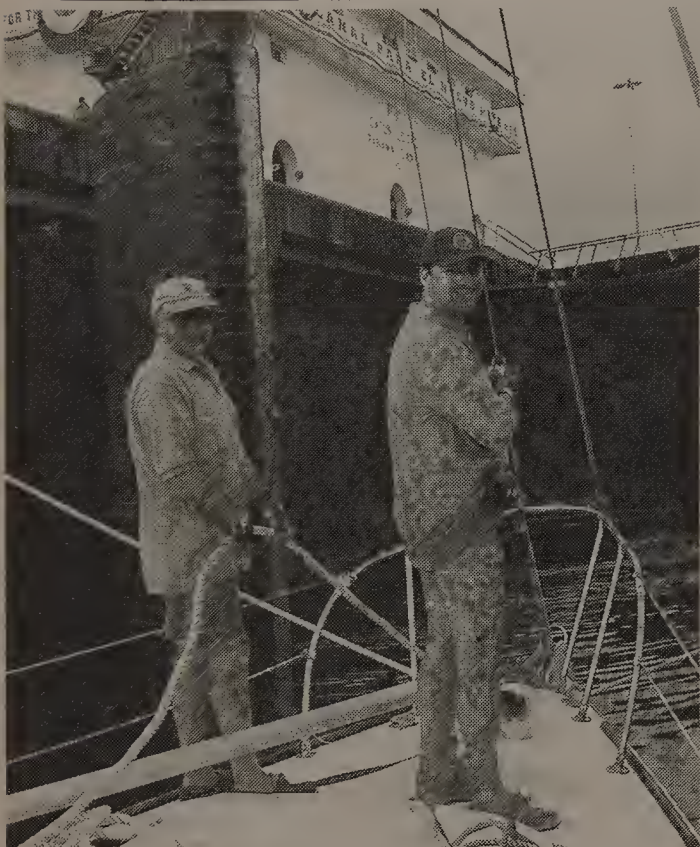
worst assaults on your nasal passages. Another cliché seemed to fit the situation better: "If you want something done right, you have to do it yourself." I spent the remainder of the day scouring *Scirocco*. I wanted to be sure none of our friends would say: What's that smell?

The following day, our three friends flew to Panama City from southern California and joined us as crew on the freshly-decontaminated *Scirocco*. Rennie, a captain of United 747 jetliners as well as his Swan 65 *Cassiopeia*, was appointed the captain of drinking beer on



CHERIE SOGSTI

DOIN' THE DITCH



Rennie and Nick work 'Scirocco's' foredeck while passing through a lock in company with a freighter. Anne and Cherie did the driving.

ways spot their kind," Rennie reminded me. And so it happened that our three new crewmembers disembarked the plane together, laughing like old friends and all wearing Scirocco crew shirts. Crew shirts? Where did those come from? Anne and Rennie said they had two more crew shirts made for me and Greg with the word Scirocco embroidered on them.

"Let me see! I'll put it on now, and we can surprise Greg!" I suggested cheerfully.

"Well," Rennie sighed. "Our luggage didn't quite make it. The airline lost it."

"I'm sorry. Let's just hope it comes tomorrow!" I embraced my friends. "Everything works out. It always does." I always try to look at the bright side when other people have mishaps. Anne added: "We have some other bad news for you." "What?" My eyes bulged. I was thinking: "Our boat smells like Simple Green and puke, what's your news?" "All the candy I brought you was in the bag that got lost." My candy? Her words tore my heart in half. Couldn't the lost luggage hold something less vital to the Canal passage (like Rennie and Anne's clothes?)

Anne knows I am Scirocco's snack-monster and had packed an entire suitcase full of goodies for me. I can haul through a bag of chocolates like a teenage girl without a prom date. "I need a beer," I confessed, depressed by the tragic news. The four of us taxied to the Balboa Yacht Club to meet Greg. We sat by the

sea overlooking the Bridge Across America and drank delicious Atlas beers for less than a buck each.

Atlas is the best beer in Panama. I know. The first thing I do when I get to a new country is have a beer tasting. Panama is my kind of country. It has cheap cold beer and a free warm ocean. I like a country where I can afford to walk into any pub and buy the whole bar a round of drinks. I've learned that I'm a lot more generous when things are inexpensive! (Note: I'm also a lot more charitable after a few Atlas beers.)

The day before the passage, we called our Canal-appointed pilot to remind him to arrive as early as possible the next day. We figured we'd only

average 5 or 6 knots during the transit, so we wanted to get an early start to avoid the \$450 penalty fee for taking two days. The Canal folks assured us that the pilot would be there at 4:30 a.m., and we should be ready to go when he arrived.

That night Greg asked me what time we should set the alarm for. (Why do cruisers have alarms, anyway?) "Seven." I muttered. "What? The pilot will be here at 4:30!" Greg was flabbergasted. And yet his comment stupefied me. Hadn't he been with me cruising through Mexico, Costa Rica and Panama during the past year? Was anyone ever on time? Latin countries have their own definition of time. When you order a drink you're never sure if you are going to get your beverage in a few minutes, a few hours, or the next day. The closest I have come to understanding the Latin sense of time is the saying that "mañana" doesn't mean tomorrow. It just means "not today."

Greg blasted out of bed the next morning at 4:00 a.m. and paced around the boat like an anxious father. This was Scirocco's big day and the Canal pilot was keeping her waiting!

I bunched the comforter over my head and told Greg to wake me up when the pilot got there. At 7:42 a.m. Greg shook me, just in time for me to watch the pilot arrive, more than three hours late. "Who is the Master?" the young pilot

asked upon boarding. I bowed my head to my sleep-deprived boyfriend and Rod-the-pilot got the picture. Then I excused myself and took a 'Scirocco shower', which means I used deodorant. (A true mariner, I used the kind with the sailboat on the packaging!) Then Anne made everyone cappuccinos from a can. We were now fully prepared to cruise under the Bridge Across Americas wearing our matching Scirocco outfits and sipping our fluffy coffees.

"Shouldn't we hurry?" Greg asked Rod, the tardy pilot. "It's important we make the passage in one day!" "Take it easy," Rod was the captain of being laid-back. "We'll make it through today, no problem." Then Rod whispered to me: "On a passage, you can tell instantly who the owner of the vessel is."

The Panama Canal is comprised of 48 miles of waterways, Gatun Lake and six locks. Anne guided Scirocco through half the locks, and I maneuvered us through the other half. Rennie and Nick ran the foredeck (often in their Speedos) and Greg plus one of the ladies handled the lines aft. The pilot made it easy by telling us exactly what to do. He told us when to start pulling, when to stop pulling, when to start drinking and when to stop drinking.

I had read heaps of information about the Canal, so I tried to impress everyone with the facts I'd learned like: "If you fall in the water during the transit, you will die because the water is so hot!" "No it's not," Greg informed me, shaking his head. "Yes it is." I was adamant. "I read that the water 'boils' when you transit the Canal because it is forced through the walls at such a great pressure." If I read it, it must be true. (For the record, that was the dumbest thing I said all week.) "They say it 'boils' because the

"Little train-like things called mules" guide massive ships through the locks. Only two of them have been pulled into the Canal.



— SCIROCCO'S CANAL TRANSIT

water bubbles when it comes through the holes in the lock walls. It doesn't mean that the water is hot," Greg corrected me. "Oh." Maybe I should have kept my facts to myself. There is nothing like being absolutely certain about something when you are dead wrong. But at least I was right about the pilot being late!

Rennie chimed in with more Canal facts. When the French were building the Canal in the late 19th century, about fifty people a day were dying from Malaria. It was too difficult and expensive to give the slaves a proper burial, so many were just covered with rubble and buried within the walls of the Gallard Cut. In one sense the Canal is an amazing feat of engineering. In another sense, it is a graveyard.

"Where's the Gallard Cut? Do you have a map?" I asked Rod. "Sure," Rod said as we watched his finger chart our path on a flimflam tourist brochure. Ironically, since the mosquitoes had snacked on me the night before, I had a

fairly accurate relief map of the Canal on my leg. "Everyone look!" I traced the insect-made map on my leg. "With a little imagination you can see that this is

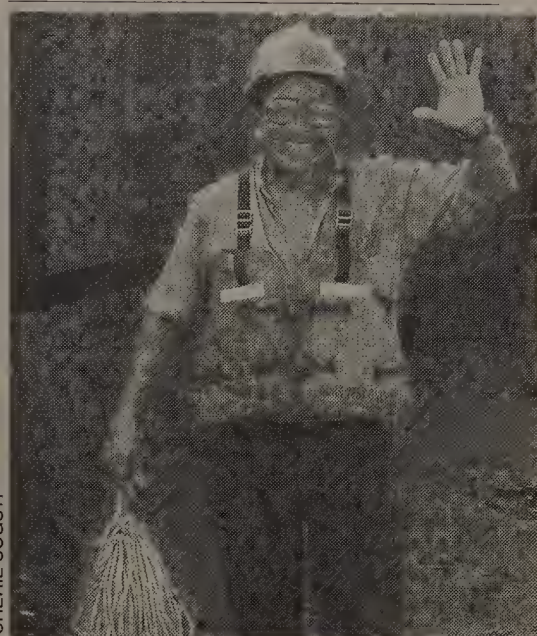
Gatun Lake, and these bumps over here define the Gallard Cut!" But no one was paying attention to my silliness. We were approaching the first lock. This was seri-

ous business.

The ship we were slated to transit with was a gargantuan vessel called *Green Cove*. She didn't seem so towering until you saw that the words "Green Cove" dwarfed her crew who waved from her transom. "Look at that cute little speck of a sailboat," they must have been saying to each other.

About 35 vessels transit the Canal daily. But our 'special day' was truly special. We were the only sailboat to make use of the "portal to the Caribbean" that day. That fact brought everyone to their decks waving, and made more than one containership captain toot his horn.

The Panama Canal is comprised of 48 miles of waterways, Gatun Lake and six locks.



CHERIE SOGSI

The friendly attitude of most Panamanians adds to the pleasure of a Canal transit. 'Scirocco' had few problems during the crossing.

With Anne at the helm, we all manned our posts as linehandlers. We were going to transit *Scirocco* in a position called "the center of the lock." There were four lines, four linehandlers and four Canal workers positioned on the sides of the lock to catch our lines. The larger ships

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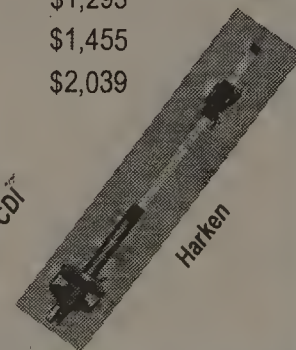
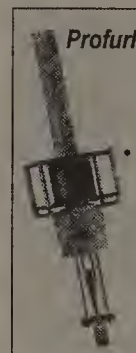
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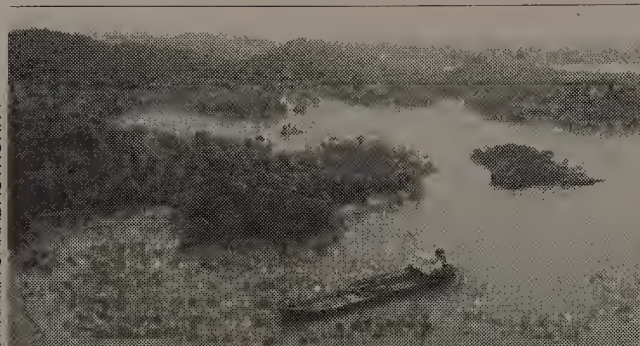
like *Green Cove* had little train-like things called mules guiding their lines through the lock. These mules don't push or pull the lines, they simply guide them. I looked at Rod and asked: "Has a ship ever pulled the line so hard that it yanked the mule into the Canal?"

Rod didn't even look up when he answered my question. "Twice," he said.

Smaller vessels like *Scirocco* have 'human mules' guiding them through the locks. After we threw our four lines to the four mules, each of us tightened our grips and prepared to become snuggle buddies with the *Green Cove* monster. For the record, *Green Cove* was quite the lock hog and we landed nowhere near the real center. We had to squish into this tiny space in the center of the back of the lock.

Nevertheless, going through the lock was simple. We shimmied *Scirocco* into position and then watched the massive miter gates, which weigh up to 146,000 pounds each, close like the doors of doom. Then the water gushed in and boiled around us as if we were a floating crouton in some witch's caldron.

PANAMA CANAL AUTHORITY



The lush coves, inlets and islands of Gatun Lake inspire some cruisers to linger for a few days before passing through the final set of locks.

I couldn't wait to wave to all the tourists who would be watching us transit at the Mira Flores lock. But when I raised my head, the little stadium of seats was empty. Where were our fans? We had transited the lock before the tourists woke up!

During the entire transit, *Scirocco's* crew got along great, with one exception. Rennie and I were the main contestants in the Battle of the Ice Chest. Being a pilot and a boat captain, Rennie knows a lot about physics. Therefore he should know that when you empty the water out of the ice chest, the remaining ice lasts

longer. A Physics 101 dropout, I don't know Newton's Ice Chest Theory by heart, but I'm sure it says something like this: if you drain the water out of the chest, the ice doesn't melt as fast. As an impartial journalist, I should really try to explain Rennie's side illustrating

"why you should keep the water in the cooler," but then, it was long, complicated and wrong! Why waste words?

Besides, Greg-the-good-boyfriend was on my side. He agreed with me and added that the air in the ice chest actually acts as insulation. Later I read that water absorbs heat twenty-five times faster than air. So if you leave the water in, it sucks the heat from the sides of the ice chest and melts the ice quicker than if you were to drain the water.

Physics aside, Rennie is a dear friend and it was hard to watch his lips quiver as I poured the water out of the chest. We finally came to an ice chest agreement, much to the delight of the rest of the gang. We decided to transfer the freezing ice chest water into a bucket and use it to cool warm drinks. Once the

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— SCIROCCO'S CANAL TRANSIT

drinks were chilled, we would transfer them into the waterless ice chest. I may not know much about boiling locks, but I know a lot about freezing ice chests. Once Rennie and I were satisfied with how we chilled the ice chest, we were all able to chill-out.

Good thing our drinks were cold, because there's nothing like a frosty beverage in a rainstorm. Maybe Rennie was right? Immediately after I poured the water out of the cooler, the sky dumped it right back on my head — with punitive damages!

Then I noticed Rod gabbing away on his walkie-talkie gizmo. When it rains, something strange happens in the Canal. Everything stops. Each ship is required to drop anchor. It is too dangerous to pass through the narrow waterways with the reduced visibility that rain brings. A typical tropical storm, it was over as fast as it began. It released its angst in about an hour and then let us back to our passage business.

After three locks we arrived at the peaceful Gatun Lake, and I could begin to smell the salt of a new sea. Vessels

PHOTO BY ROD THE CANAL PILOT



"Arrr, maties!" The crossing crew (l to r): Rennie and Anne, former owner Nick, Greg and Cherie, pause for a team photo after the transit.

that don't make the last three locks by sundown anchor in Gatun Lake and complete their transits the next day. The Canal is actually lighted so ships can transit 24 hours a day. But sailboats are only allowed to transit in daylight hours.

The end of our passage was drawing near. *Scirocco* made the transit easily in one day by taking a shortcut called "the Banana Cut" ideal for slower vessels with shallow drafts. We transited each lock with *Green Cove*. Five times we were in the center of the lock, and once we tied to a tugboat. Tying to a tug was the easiest, because the tug did all the work! That's where the extra tires really came in handy. We doubled up all ten tires and put every fender we could find on the tug side of the boat. *Scirocco* escaped unscathed.

Fortunately, I was able to chill the champagne because we still had ice left in the cooler. As we went through the final lock, I gazed at the cerulean blue Caribbean waters on the other side. We put on a Jimmy Buffet CD, popped the champagne, and had a toast to celebrate a day that none of us will ever forget. In the end, even Greg admitted that the Canal passage had been more fun than it was nerve-racking.

"To old friends and a new ocean!" we toasted. After Rennie took a sip, my greatest fear was realized. He tilted his head and said, "What's that smell?"

— **cherie sogsti**

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MAX EBB

The forward cabin in the starboard hull looked perfect. It had a comfy place to sit and was out of the way of the main traffic flow. Best of all, the larger boat next door was attracting much more attention, so the really heavy crowds were leaving this one pretty much alone. I picked up a brochure for the line of cruising catamarans in order to have some-

to. "I have to remember to leave some of these in the chart table on my way out. Gets us a few new members every year."

Lee is a naval architecture grad student at the university, and as far as I can tell, she spends more time down at

*"Security!" I yelled.
"Non-sailor in the starboard cabin!"*

thing to pretend to study during my planned rest period, and padded down in my stocking feet (shoes had to be left on the dock) into the starboard hull.

This is the central element of my boat show strategy: I spend as much time off my feet as on them. And the best place to do this is the cabin of some big cruising boat — as long as it can be done without being too conspicuous.

There was only one problem with the out-of-the-way cabin I had chosen: someone was already there! Sprawled comfortably on the wide bunk, leaning back against the flared contour of the hull, was Lee Helm. She was reading a brochure for a center-console fish boat.

"Security!" I yelled. "Non-sailor in the starboard cabin!"

Lee stiffened suddenly, then laughed when she looked up.

"Like totally freak me out, why don't you?" she said as she folded up her knees to make room for me on the opposite side of the bunk. "Come into my office and make yourself comfortable."

I sat heavily, putting down my bag of catalogs and brochures, and began to massage my tired feet.

"Nice digs you've found for yourself," I noted. "But what's with the stink pot brochure?"

"Oh, that," she said as she tossed it on the berth. "I'm shopping for a new rescue skiff for the sailing club. Which reminds me. . . ." she reached over to her backpack and pulled out a flyer for the university sailing club that she belongs

to the marina at her sailing club than on campus. I asked how things were going at the club.

"This is the first year that, like, we've really had to cut back on the lesson schedule because of water depth," she sighed. "Our part of the marina is shoaling up fast, and because there's no commercial maritime activity there, the government has stopped paying for the dredging. So we're looking for alternate locations."

"Weren't there plans to move to the north cove?" I asked.

"The local enviros," she said while shaking her head to emphasize the absurdity of the situation, "or more correctly,

a couple of politicians claiming to represent them, seem to think that sailboats do irreparable harm to the local habitat."

"Wait a minute, Lee," I said with some surprise. "I thought you represented the local enviros."

"For sure, Max. I've been, like, a member of every environmental advocacy group that offers a student discount since my freshman year."

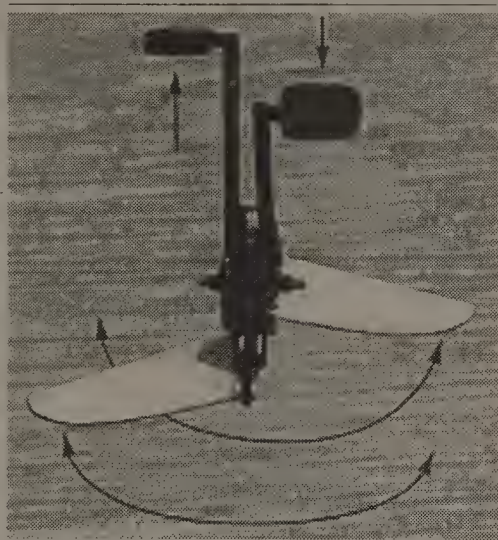
"What's the is-

sue?"

"Diving ducks," she informed me. "They claim that kayaks, canoes, and small sailboats tire them out when they have to move out of the way."

"Is there any science to support this?" I asked.

"Hah! If everyone asked that question first, the issue would go away in a nanosecond. Every study that measures dam-



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age to bird habitat is either about powerboats and jetskis, or looks at a sensitive nesting area. Neither condition applies to this situation."

"Every kayaker I ever crossed tacks with was an avid environmentalist," I noted.

"Zackly. That's why they're shooting themselves in both feet by opposing new water access for non-motorized boats. I mean, like, that's the best breeding ground for the future 'stewards of the Bay,' to use the current jargon. And even if a duck does have to move out of the way of an El Toro a few times every Saturday afternoon, when you have hundreds of thousands of acres of similar sub-tidal habitat to the north and south, making a fuss over a hundred acres in the middle of the Bay's densest human population center is pure rectal-cranial



The first rule for a successful boat show visit — find a friendly booth where you can stash your coat and excess baggage.

inversion."

"Canvasback is good eating," I said. "Aren't diving ducks hunted all up and down the Pacific flyway?"

"All except the canvasback, Max, for which the season is temporarily closed. But like, for sure, I get the point. The current thinking seems to be that a kayak has more negative impact on waterfowl than a gun. Heck, all they have to do is count the ducks where the sailing club is now, and count them where the sailing club isn't, and they'd see that there's no problem. But like, that would be science. This is being driven by power politics and a sense of aesthetics that has no room for people actually having fun on the water. Instead, we're supposed

to settle for paths and park benches so we can look at the water but never touch it."

"U m, can I answer any questions about this yacht?" said the broker, whose job it was to bounce slackers like myself and Lee out of comfortable forward cabins. At least he put a stop to Lee's rant, which probably would have run on for an hour if unchecked.

"It's surprising how much room there is down here," I answered.

"For sure, it's like, wonderfully spacious," said Lee. "How many does it sleep?"

The broker was about to answer Lee's facetious question when he apparently recognized her from a boat they had both raced on.

"Oh, it's you, Lee. Make yourselves at home. But no wisecracks to potential clients, please."

"Wouldn't dream of it," she promised.

Even with tacit approval from our host, the fact that we had been found out meant that it was time to move on. So we packed up the brochures and climbed back up to the 'salon deck'. It really was an amazingly spacious boat for its size, and I wondered out loud how it would sail.

"There's almost as much sail area in the front cabin windows as there is in the mainsail," observed Lee, which I took to be her way of saying that it would be a dog to windward without upsetting her friend the broker in the presence of possible buyers.

"I've had it up to 10 knots into the wind," the broker added helpfully, although of course he didn't make any reference to the tacking angle. I was pretty sure that he didn't mean VMG.

"You know, it occurs to me," I said as I admired the array of electronics at the inside helm station, "that these cruising cats fill the same market niche as the traditional motorsailor."

"You mean because they're so roomy and comfortable?" suggested the dealer.

"Because they have to use their engines to go upwind in anything less than a full gale and a half," said Lee. "Although, like, I guess they can show flashes of speed when conditions are right. But even the heavy old monohull motorsailor would do hull speed on a reach with the wind up, so that's not a big deal."

"It's the combination of high cost, lackluster sailing performance, and creature comfort — especially at anchor — that defines the niche," said another visitor who was inspecting the boat. "It does, however, do all those things much better than the monohull motorsailor, so it's a good fit for what I'm looking for."

"A customer who actually knows why he wants one of these!" whispered Lee in exaggerated surprise. "Hope he can find an end tie."

We hurried off to leave the dealer free to deal, and then Lee wanted to show me two boats that she felt were good representatives of their genres. One was a cruiser from a company that had a reputation for innovative design and competitive pricing, but not always the best construction. The other was about the same size, from a builder known for very strongly-built and seaworthy 'blue water' cruisers.

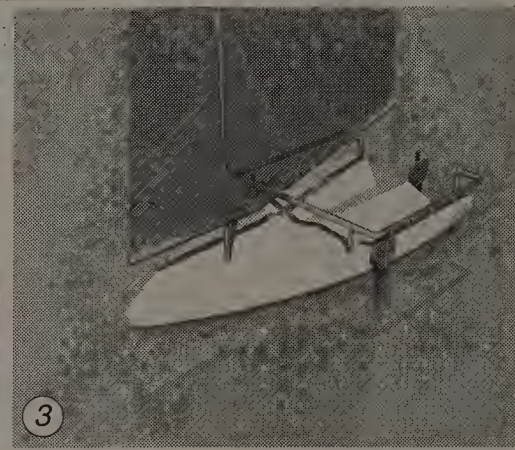
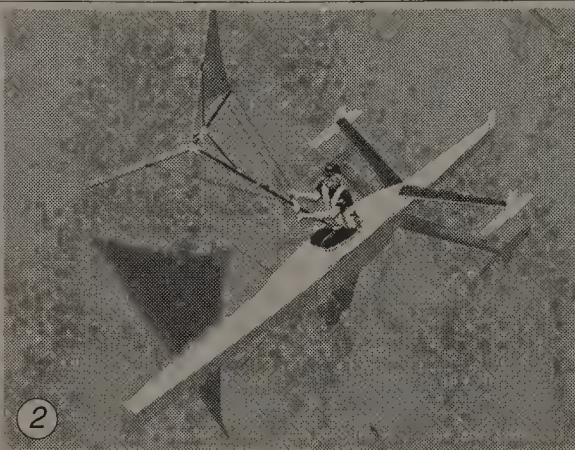
MAX EBB

We did the usual gawking at the insides of chart tables and lockers of both boats, while Lee planted her sailing club brochures at strategic locations.

"The amazing thing is how similar they look down below," she pointed out

The accessories tent is by far the most interesting place to spend most of the show. More new stuff to see, more inter-

Federation and the Royal Institution of Naval Architects. The screen showed a picture of a kayak with a kind of kite rig.



as we climbed out of the cockpit of the offshore cruiser.

"Clearly the interiors were all designed by the same focus group," I suggested. "Not that it's a bad arrangement or anything. Back in the '60s, we had dinette tables that were useless under sail, galleys along one side of the cabin that couldn't hold anything in place on one tack, overhead liners that made it impossible to add deck hardware without ripping the boat apart. These modern designs represent real progress."

"Even the hull lay-up," Lee continued, "is almost identical on both boats now that the 'blue water' market is accepting cored hull construction. But like, it's amazing how the marketers have latched onto the different reputations of the various brands, even if they're owned by the same conglomerate."

"Like Johnson and Evinrude?"

"More like Sea Ray and Bayliner," said Lee. "There are differences for sure, but not nearly as big as everyone seems to believe."

Future think — 1) Small high-performance cruiser with electric auxiliary. The batteries and motor are the ballast. 2) Kite sail sea kayak with no heeling moment. 3) Aero rig variant on a trailer-sailor with high aspect biplane retractable keels. 4) New approach to a folding rig, based on biological systems (bird and bat wings) that address the same problem. 5) Cruising proa with an Aero rig derivative. 6) Road-legal three-wheeled amphibian.

esting people and much more time to talk to them.

On the way in, we passed a very modern, fast and complex-looking sailing dinghy, which to me looked a lot like several other modern, fast and complex sailing dinghies of various sizes.

"I guess the dinghy technology has more or less matured," I said. "These boats are all starting to look the same also."

"No way," Lee objected. "I mean, like, the couple of boats here look similar, but they haven't exactly closed the patent office. Let me show you something."

"Lee led me up one aisle, down another, and we fetched up in front of a large booth for a store that specializes in charts, books and navigation equipment.

"Do you have a live internet connection?" she asked one of the people be-

"Here's your 'mature technology', Max. A kite sail that solves the problem of the kite falling into the water in calm spots, and that never has to be water-started because the rigid spar can hold it up."

"Doesn't look like much fun holding onto that thing all day," I remarked.

"No, the spar is connected to the boat, so the sailor just moves it around a little for steering. Shouldn't be any more work than holding a tiller.

"And dynamic sheeting?"

"On a short leash like this there's probably a lot less opportunity for dynamic sheeting than with a true kite rig, but it does produce zero heeling..."

She forgot to finish her sentence as she brought up the next contest entry, a small weekend cruiser with a deep retractable keel featuring an oversized ballast bulb. Except that the bulb had a propeller on the back.

"The bulb is the battery," Lee explained. "As long as you have to carry around lead for ballast, it might as well do some chemical work for you."

Next she showed me a cruising proa, then a singlehanded dinghy with a folding mast "derived from the bone structure of birds and bats," according to the explanation on the website.

"Nature has some very elegant solutions to this problem of building a folding wing," Lee noted, "although they take advantage of the asymmetry in ways that sailboats usually can't."

We marvelled at more strange and

"As long as you have to carry lead around for ballast, it might as well do some work for you."

She left a few more brochures for her sailing club on the chart table and we stepped back down to the dock to retrieve our shoes....

"Now the good part: accessories!" "Hats and handbags?" I asked.

She flashed a cold glance back in my direction. But I actually agreed with her:

hind the counter, whom I recognized from the store. "I have to show Max something important."

"Sure, have at it," and she showed us to a laptop computer with an antenna on the back, which she turned around for Lee to operate.

A few keystrokes later we were looking at the website for a small boat design contest run by the British Marine

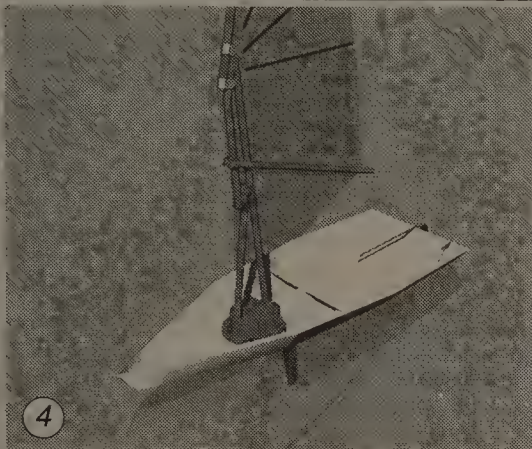
— MARKET RESEARCH

wonderful inventions, including self-inflating dinghies, road-legal amphibious boats, and a very cool-looking catama-

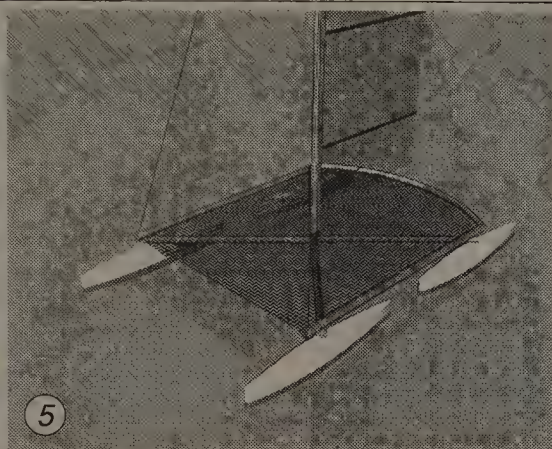
ters and simulators, then see what's new in non-incandescent running lights. There are some interesting kayaks,

as I ran along in her direction.

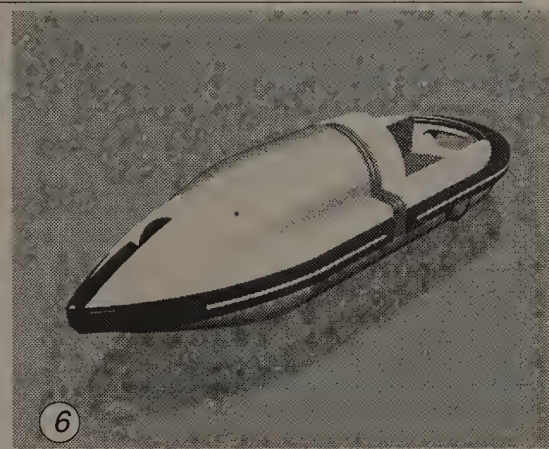
"No way, I only promised to mind the store for like an hour or two for some out-of-town people I met on the net. Gets me in free."



4



5



6

ran which Lee claimed owed most of its design technology to windsurfers. Finally the store wanted their computer back.

"Ready to look at more boats?" I asked.

"No, I'm going to play with chart plot-

though, especially the ones with the reciprocating propellers. . . whoops!" she blurted, glancing at her watch. "Gotta be at my booth, see ya at the post-show party that sailmaker is putting on."

"You have a booth?" I said in surprise

"Okay, but am I invited to that party at the sailmaker's booth?"

"If you know about it, you're invited!" Lee proclaimed, and she ran off to go work off her ticket.

— max ebb

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2003 BIG CREW LIST —

Last month, we ran the Racing Crew List. This month, we run the List for everyone else. So if you're looking to get on a cruising boat, co-charter, boat swap or just daysail aboard someone else's boat — or crew to sail everything from long-distance cruises to casual daysails on your own boat — you're in the right place. Whether you're young or old, male or female,

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experienced or completely new to the sport, you're likely to find someone on the next few pages to go sailing with this coming summer.

If your name appears here, chances are you already know the drill — look for the listing showing the type of sailing you want to do, decipher the 'code' beside each name using the information in the gray boxes (highlighting the most desirable aspects using a red pen), and then start making calls. Of course, if you're listed here, you will most likely be receiving calls, too.

If you don't have a clue what we're talking about, it's easy enough to figure out. Plus, you don't have to be listed here to take part. If you were late getting your name in, didn't bother, or are looking at your very first issue of *Latitude* — no problem. All we ask is that everybody wanting to take part in the Crew List first read and acknowledge the disclaimer in the skinny box at the top of this page. Or, as we said in the very first Crew List, which appeared in the April, 1982, issue, "If using this list leads to your getting hurt, killed or married, it's not our fault. If you aren't something of a risk-loving swashbuckler who can handle him/herself in any situation, don't use this list."

So what do you say when you get called or make calls? The interviews you will conduct with your prospective skipper or crew will vary widely with the situation. People joining up for occasional daysails will naturally remain a lot more flexible than those heading over the horizon for long periods with the same people. Here's a general guideline for the more involved Crew List situations:

If we were looking to crew on a cruising boat, we'd certainly ask a potential skipper about his experience, planned destinations and itinerary — and how flexible those latter two are. We'd ask about financial arrangements, accommodations, how the watch system works, how much (or little) stuff to bring and what non-sailing duties he expects of the crew — shopping, painting, cooking, etc. We'd ask when the boat was last surveyed, how much the skipper prefers to sail vs. motor, amenities aboard (hot/cold water, refrigeration, etc.) and what primary and back-up navigation systems he uses. Don't forget the 'little' stuff, either, like on-board rules regarding smoking, drinking, snacking, playing music, entertaining guests, bathing and so on.

A skipper, of course, will be more concerned with skills, experience level and compatibility. It's worth noting here that, to some skippers, people with little or no experience are

preferable to those with lots of sea miles — they're easier for the skipper to 'train' to do things his way.

One more thing on the pre-planning: if you really want to

or recommendation as to the character of anyone participating in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

get into this networking thing, we suggest writing out your list of questions on a sheet of paper, leaving lots of room between them to scribble down answers. Then make a bunch of copies. If you remember to write each potential skipper or crew's name at the top of each sheet at the start of your conversation — and then jot down answers — you won't forget who said what. If you don't do this, we guarantee by the fourth or fifth call that you'll start to fuzz out over who said what.

The Crew Listing process has put together thousands of crews over the last two decades. Most of them who 'wrote home' told us nice things about their various experiences. Some said it changed their lives. Some — to the head-scratching of friends and family — quit good-paying jobs they didn't like to pursue low-paying ones in sailing that they did like. Some even got married — and *thanked* us for it.

Another advantage to having your name listed here is that you get in free to the Crew List party. If you've ever been to one of these, you'll know that they used to be friendly, low-key get-togethers. In the last few years, however, they have developed into high-energy, multifaceted Events only slightly less pyrotechnic than an Aerosmith concert. Well, almost. In the last half-decade, the Coast Guard has been very gracious with their time at the Crew Parties, even to the point of doing helicopter rescue demonstrations. Since 9/11, they have been busy with more important matters, so we don't expect them to make an appearance this year. We do hope to have our traditional inflatable liferaft demonstration, courtesy of Sal's Inflatable Services.

Anyway, come one, come all to the Golden Gate YC in San Francisco on Wednesday, April 9. If you haven't made Crew List connections by then, you'll have a chance to do that at the party — 'looking for crew' people and 'looking for boats' people wear different colored name tags. The party runs from 6 to 9 p.m. We'll have the usual munchies and door prizes (*Latitude 38* T-shirts), and the club will run their usual no-host bar.

If your name appears here (or in last month's Racing Crew List), you get into the party for free. If it doesn't, you're still welcome, but it'll cost you \$5 a head to get in. Please try to have exact change — and don't even *think* about handing over a \$100 bill and wanting change.

Now for a medley of our greatest tips, plus a couple of new ones:

DIRECTIONS TO THE GOLDEN GATE YC

The Golden Gate YC is located in a modern two-story gray building in the San Francisco Marina. From the East Bay, go north on Embarcadero, then left on Bay and right on Laguna. Laguna turns into Marina. Right on Lyon and follow the parking lot around to the right, past the St. Francis YC and all the parked boats to the very end. Park near the old tower. From the south, take 101 to the Fremont exit. Turn right on Harold Street and go through three stoplights. Left on Embarcadero, then follow directions above. From the north, it's a bit tricky. Take 101 across the Golden Gate Bridge. Bear left after going through the Golden Gate toll gates and follow the "Marina" signs. The first light as you approach Marina Green is Lyon, but you can't turn left there. So turn right, and another immediate right into the parking lot of the Exploratorium. Bear right. Follow the parking lot to the far end and turn right on Marshall. Pass under 101, then turn right on Mason. You'll now be on Presidio property. Marina intersects Lyon at the first stopsign, and this time you can turn left. Proceed as above. Note that you cannot drive all the way up to the GGYC clubhouse. Park at the far end of the parking lot and walk out the jetty to the club.

• Make your calls to prospective crew or boat owners during waking hours — no earlier than 8 a.m. and no later than 10 p.m.

• If you're looking to crew, be realistic about the commitment involved. Even daysailing often starts early and almost always ends later than you think (the 'time flies when you're having fun' principle). Cruising, of course, requires you to put your life ashore on hold for long periods of time. Plan accordingly.

• Be honest. Plain and simple. It won't work out if you're not.

• References. A lot of people, particularly women, appreciate references before getting onto a boat with a bunch of people they don't know. For skippers, this can be as simple as giving out two or three phone numbers of crew who can vouch for your skills or character (clear it with them first, of course). References might also prove useful for experienced crew looking for new boats.

• Don't be an age bigot when it comes to choosing a boat or crew. There's as much to be said for the steady hand of experience as the strength and exuberance of youth. And the steady hand of experience usually brings better music. Give everybody a chance.

• If you're a man, please don't be a jerk to any of the women on the Crew List. (Many of them have chosen to list themselves by first name only in the event any jerks disregard this notice.) Don't tell them moronic things like "sex is required" to crew on a boat — an actual quote, we're sorry to say. On the other side of the coin, we've seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place.

• We've been asked to address the issue of shyness, particularly for people attending the crew parties. We're talking now to the people whose 'assertiveness training' courses were as worthless to them as they were to us.

A couple of suggestions. The first is to bring a friend, because it's always easier to walk up and start talking to somebody when you have some moral support. It would help if the friend is at least somewhat interested in sailing, and even better if he or she was willing to take part in the Crew List. However, if the friend happens to be Johnny Depp or Catherine Zeta-Jones, find a different friend or come alone.

Well, that's about it. The whole thing's pretty intuitive once you get going, and if you're a typical Crew Lister, you'll be doing just the type of sailing you want this summer — and wondering why you didn't try Crew Listing years ago.

— latitude/jr

CREW LOOKING FOR CRUISING BOATS

MEN TO CREW ON A CRUISING BOAT

Amir Peer, 26, (408) 687-0750, amir_peer@hotmail.com exp 2/wants 1,2,3,4,5,8,9,10/offers 1,2,3,4,7.
Andrew Peters, 31, (415) 377-6210 exp 3/wants 1,2,3,4,5,6,8,9,10/offers 1,2,3,4,5a,7.
Anthony Leotta, 24, (415) 892-8077 exp 3/wants 3,4,8,9/offers 2,3,4,6,7,8=rigging, ocean passagemaking, Cea.
Art Urbin, 51, (408) 985-2107, (408) 615-8990 (fax), art@urbin.com exp 4/wants 1,2,3,4,5,6,8,9/offers 1,2,3,4,7,8=licensed ham radio operator.

Asael Degany, 37, (408) 563-5036, asael_degany@amat.com exp 3/wants 1,2,6,8/offers 1,7,8=good with navigation.
B. Bosse, 51, (602) 723-9070, bosco51@mindspring.com exp 2a/wants 2,3,4 (3-5 days)/offers 7,8=mechanical, quick learner, hard worker+.
Ben Brown, 37, (415) 720-4160, brbrownjr@yahoo.com exp 3 (16 yrs active duty Coast Guard)/wants 10/offers 1,3,4,7,8=rigging, splicing, knots, navigation.
Bill Bohmer, 54, (916) 630-7672 exp 2/wants 1,2,5/offers 1,3,7.
Brian Herrera, 41, (530) 514-3503 or (530) 892-8698 exp 1/wants 1,2,3,4,8,9,10/offers 1,3,4,7.
Bruce Johnson, 40, (415) 970-2282 exp 2/wants 1,4/offers 2.
Charles Bengal, 65, (949) 770-2452, charlesbengal@hotmail.com exp 4/wants 4,5,8,9,10,11=S. America/offers 1,2,3,4,5a,7,8=navigation.
Chuck Vogt, 34, (530) 682-5459, chuck@tahoelongsboards.com exp 2/wants 5,11=Fiji, Tahiti/offers 1,4=wash/wax boat,7,8=snowboard, surf, skate, gets girls, trooper.
Clayton, 43, (510) 847-5056, jclaytonb@hotmail.com exp 3/wants 10/offers 1,3,4,7.
Daniel Arendt, 35, (707) 480-4771, baysidehideaway@yahoo.com exp 2b,3/wants 1,4,6/offers 1,3,4,5a,7,8=San Diego to Cabo.
Dave Isaacson, 58, (916) 296-8209 exp 1/wants 1,3,4,5,8/offers 2,3,6,7.
Don Rosenthal, 49, (650) 596-9624 exp 4/wants 1,2,3,4/offers 1,3,4,5a,6,7,8=navigation, coastal nav, liveaboard Carib 3 yrs.
Donn Denman, 44, (408) 353-5159 exp 2b/wants 1,2,3,4,5,6,8/offers 1,2,3,4,5a,7,8=outdoor enthusiast, rock climber.
Doug Royer, 55, (925) 838-9745 exp 3/wants 1,2,3,4,5/offers 1,2,3,4,7.
DuWayne Olds, 60, (707) 822-2781, dolds@humboldt1.com exp 4/wants 4,5,8,9,10/offers 1,2,4,7.
Eli Geller, 67, birddog1us@yahoo.com exp 4/wants 5,8,9,10,11= S. America/offers 1,2,3,6,7,8=CG licensed Merchant Mariner.
Eric Denniston, 50, (858) 484-8887, eric@dennergroupp.com exp 3/wants 1,2,3,4,8,9/offers 4,5,7,8=navigation.
Eric Johnson, 41, (415) 606-0563 exp 2/wants 4,5,8,10/offers 1,2,3,4,6,7.
Gary Lee, 53, (408) 732-6500, mrgwlee@msn.com exp 2c/wants 2,3,4,6/offers 1.
Gene Donlan, 58, (831) 623-2653 exp 3 (ASA-ACC cert.
SF Bay & coastal/wants 1,2/offers 1,3,7,8=ex-fire dept. training officer, ex-EMT II.
George Cardona, 52, (408) 568-8465, jorgesalsa@aol.com exp 3/wants 1,2,3,5,8/offers 1,2,3,4=cooking,5a,7,8=dance up a storm.
James Zimmerman, 25, (925) 878-5590, jimmmms@hotmail.com exp 2a/wants 1,2,3,4,5,6,8,9,10/offers 1,3,4,7.
Jerry Ward, 60, (916) 485-4101, jward59@aol.com exp 3/wants 2,3,4/offers 1,2,3,4,7,8=shared expenses, up to 2 weeks.
Joel Waldman, 74, (650) 327-4259, joelwal@sbcglobal.net exp 4/wants 6,10/offers 1,2,3,4,7.
John Etherington, 47, (925) 285-5246, johnetherington@sprintmail.com exp 3/wants 1,2,3,5,8,9,10/offers 1,2,3,4,7,8=navigation.
John North, 45, (310) 937-5239, johnpnorth@prodigy.net exp 3/wants 4,5,(6&7 maybe),8,9,10/offers 2,3,4,5b=Italian,6,7,8=can email resumé.
LeRoy Russ, 64, (323) 227-4973 exp 1/wants 1,3,4,6,8,9/offers 1,3,4=cleaning,7.
Marek Lechowski, 34, (707) 696-1994, mareklech@aol.com exp 3/wants 3,4,5,8,9,10/offers 1,2,3,7,8=certified scuba diver.
Mark Ashley, 46, (707) 321-6258, (707) 824-8142 exp 2 +powerboat/wants 1,2,4,5,10/offers 1,2,3=upkeep/cleaning,7,8=good stomach, common sense.
Marshall Hasbrouck, 55, (510) 383-9525 exp 3/wants 4,5,8,10/offers 1=variable,3,5a,7,8=biologist, natural history knowledge.
Michael Daley, 52, (707) 874-1595, michaeld@pon.net exp 3/wants 1,2,4/offers 2=electronics,7.
Mike Burns & Mike Maher, 61 & 32 (760) 753-7453, frogitz@cox.net, (father/son team ... exp 3/wants 3,4,5,8,9,10/offers 1,2,3,4,7,8=sing/play guitar, have resume.
Mike C., 64, lat38list03B@mgb67.com exp 3/wants 4,11=Sea of Cortez/offers 1,2,3,7,8=stand 0000-0400 watch.
Mike Thorson, 50, (303) 422-6181, 5830 W 56 Ave, Arvada, CO, 80002 (land-locked) exp 1/wants 4,8,10/offers 1,2,3,4,7.
Miles Clayton, 58, (318) 221-8411 x7048, clayton.miles_g@shreveport.med.va.gov exp 2c/wants 1,2,3,4,8,10,11=Chesapeake/offers 1,4,5a,b=Russian,7.
Patrick Bareiss, 26, (415) 309-2805, patrickbareiss@yahoo.com exp 3/wants 2,3,5,6,8,9,10/offers 3,4,5b=German,7.
Patrick Freeburger, 33, (408) 316-4343, patjfree2002@yahoo.com exp 3/wants 1,10/offers 1,2=ok,3,4=ok,5a,6,7,8=good all around skills/first aid.
Peter Fritz, 52, (970) 879-4698, or Charles Fritz (970) 871-9234 exp 3/wants 5,8,10/offers 3,7,8=owned/operated 42' ketch in USVI 15 yrs.
Peter McKenna, 43, (415) 331-9176, pmckenn@earthlink.net exp 3/wants 1,2,3,4,5,6/offers 2,4,5a,b=French,7,8=navigation.
Peter Muny, 48, (415) 927-1750, petermuny@earthlink.net exp 3/wants 5,8,9/offers 1,4,7,8=36 years sailing.
Randy Marks, 44, (719) 481-1026 exp 3/wants 3,4,6/offers 1,3,7.
Randy Wallace, 49, (408) 248-3999, jactar@aol.com exp 3,4=acquire/wants 4=Ha-Ha 2003/offers 1,3,4,7,8=navigation, stand watch.
Reid Neubert, 55, (415) 924-8037, reid@neubertweb.com exp 4/wants 10/offers 1,4,7,8=computer.
Rick, 42, (831) 338-1456, rickhessing@hotmail.com exp 2b/wants 2,10/offers 1,2,3,4,7.
Rick Pelton, 55, (415) 847-7784 exp 3/wants 1,2,3,4,5,8,10/offers 3,4,7.

2003 BIG CREW LIST —

MEN TO CREW, CRUISING — CONT'D

Robert O. Soleway, 55+, (415) 381-3147, caviking@pacbell.net exp 4/wants 1,2,3,4/offers 1,2,3,4,7,8=has done 6 Ha-Ha's.
 Robert Smith, 48, (559) 683-3628, yosemitetours@aol.com exp 1,2/wants 4,5,8,10,11=New Zealand/offers 1,2=hand tools,3,4,7,8=scuba, woodworking.
 Rodgers Harshbarger, 25, (415) 613-4557 (cell) exp 2/wants 1,2,3,4,8/offers 1,3,4,7.
 Roland Swirsky, 56, (916) 366-8317 exp 3/wants 4,5,6,8,9/offers 3,7,8=woodworking.
 Ron Sevier, 57, (650) 634-0567 exp 3/wants 4,5,6,8,9,10/offers 1,2,3,7.
 Ron Sherwin, 50, ronsherwin@aol.com exp 3/wants 4,8,9/offers 1,5b=French,7.
 S. J. Mark, 51, (415) 775-2643, sjaymark@yahoo.com exp 2/wants 5,8,9,10/offers 1,3,4,5a,6,7,8=storytelling.
 Scott Sousa, 39 (831) 601-8120 exp 3/wants 10/offers 2,3,4,6,7,8=dive instructor.
 Skip Boddie, 65, (408) 238-0794 exp 2a/wants 1,2/offers 3,4,7.
 Stephen Gillespie, 38, (415) 875-2421 exp 2c/wants 1/offers 1,7.
 Steve Christensen, 47, (415) 289-0565 or 970-2282.....exp 2/wants 1,4/offers 2.
 Steve Sproul, 50+, (707) 823-7558, ssproul@sbcglobal.net exp 3/wants 1,10/offers 2,3,4,5=Spanglish,8=bookkeeping.
 Tom Longmore, 46, (360) 241-0580 exp 3/wants 3,4,5,6,8,10/offers 1,2,3,4,5a,7.
 Tom Waters, 47, (775) 888-2079, sierraviewer@yahoo.com exp 1/wants 1,2,3,4,5,6,7,8,9,10/offers 1,3,4,7,8=tech, engineering background.
 William Lovett, 21 (almost), lovettw@colorado.edu exp 1/wants 10,11=away from US this summer/offers 1,3,4,6(hal),7,8=enthusiastic, adventurous.

WOMEN TO CREW ON A CRUISING BOAT

Addle, 58,sailher@cruz10.com .. exp 3/wants 1,2,3,4/offers 3,4,5a,7,8=CPR cert.
 Andrea Nelson, 26, arnelson1@yahoo.com exp 2c+/wants 1,2,3,4,5,8,9,10/offers 1,3,4,7.

WOMEN TO CREW, CRUISING — CONT'D

Angela, 29, rustyintheclouds@hotmail.com exp 2a/wants4,5,8,9,10/offers 3,4,5=Tagalog, Am. sign language,7,8=computer literate, mechanical.
 Annika, 42, island318girl@netscape.net exp 3/wants 1,4,5,8,9,10/offers 1,2,3,4,5=Euro languages,6,7,8=common sense.
 Billie Hunt, 59, (651) 345-5734, travart23@hotmail.com...exp 3=20 yrs, no ocean, some charters/wants 5,11=Philippines, after 6/03/offers 3,4,5b,7,8=photographer, more.
 Carol, 34, blondsails@yahoo.com exp 3/wants 4,5,8,10/offers 1,4,5a,6,7.
 Christy Neale, 26, (415) 695-9070 exp 2c/wants 1,2,3,4,5,6,7,8,9,10,11=everywhere/offers 3,4=cooking.
 Cynthia Frank, 28, (510) 595-1653 exp 2c/wants1,2,3,4,5,6,8,9/offers 1,3,4,5a,7,8=woodworking, have nesting dinghy, done 6 day coast trips.
 Diane Busch, 55, (909) 767-9278 ... exp 2c/wants 11=anywhere/offers 1,3,4,6,7.
 Diane C, 45, tropicalatitute@yahoo.com exp 3/wants 5,8/offers 1,3,4,5a,6,7,8=1st Aid, scuba diving.
 Edda, 34, funsunsail@yahoo.com exp 3/wants 4,5,11=Australia, Fiji/offers 3,4,5a,b=German, French,6,7.
 Genelle, 55, gwindwyer@juno.com exp 3/wants 1,2,3,6/offers 3,4,7,8=coordination, planning.
 Inge, 53 (831) 649-1363, seababy50@hotmail.com exp 2c/wants 1,2,4,5,6,8,11=Norway/offers 1,3,4,7.
 Jan, 50+, (510) 482-3042, jaybeesails@yahoo.com exp 3/wants 4,5,10/offers 1,3,4,6,7.
 Jeanine H., 45, jph7haifa@yahoo.com exp 2c/wants 5=SoPacific, 10=New Zealand, Australia/offers 1,3,4=cleaning, 5b=some Spanish/French/fluent Hebrew.
 Jessica Waddell, 25, (831) 295-2133, 537 Middlefield Dr., Aptos, CA 95003 exp 3/wants 1,2,3,4,5,6,8,9,10/offers 3,4,7.
 Karen Eisenstadt, 40, kazzie12@earthlink.net exp 1/wants 1,5,6,10/offers 3,4,5b=French,7.
 Lori Beraha, 42, (831) 479-8343 exp 3/wants 1,2,3,4,5,6,7,8,9/offers 1,3,4,5a,b=many,7.
 Liz, 50+, galcruiser@aol.com exp 3/wants 4,5,8,10/offers 4,6,7,8=cruised for 5 yrs.

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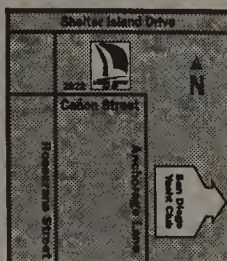
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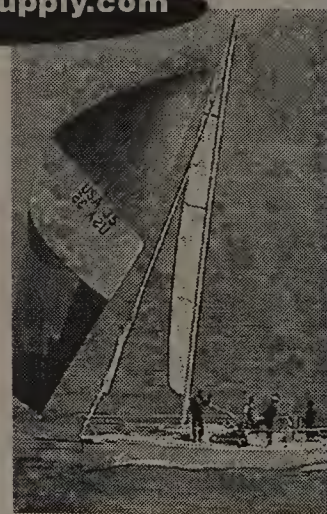
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SOMETHING FOR EVERYONE

"WANT TO CREW" CODE

SAILING EXPERIENCE:

- 1) None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, seasick, mad at the owner and wish like hell I was anywhere but on the boat. I'm still game
- 2) Some. At least a) 5, b) 10, c) 20 sails on the Bay or equivalent while being active and suffering the normal cuts, bruises and hollering
- 3) Moderate. Several years active crewing on the Bay or equivalent, or at least one long coastal or trans-ocean trip
- 4) Lots. Several long ocean passages

I / WE WANT TO CRUISE:

- 1) SF Bay and/or Delta
- 2) Monterey Bay
- 3) Southern California
- 4) Mexico this fall/winter
- 5) Hawaii and/or South Pacific
- 6) Pacific Northwest or Alaska
- 7) Caribbean
- 8) Mediterranean
- 9) Anywhere warm
- 10) Other destination(s) _____

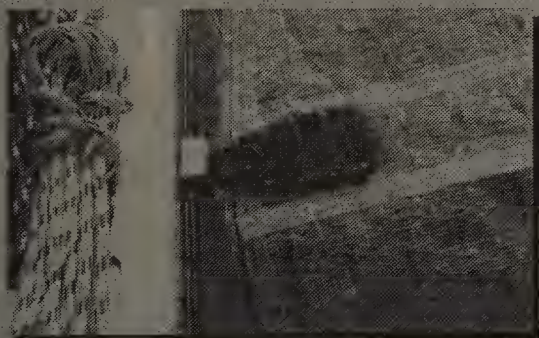
I / WE CAN OFFER:

- 1) At least a month of shared expenses
- 2) Mechanical skills: engine, electronics, refrigeration, etc
- 3) Elbow grease for bottom work, varnishing and upkeep
- 4) Cooking and cleaning skills
- 5) Language skills — I'm reasonably conversant in a) Spanish; b) Other(s): _____
- 6) Ornamental skills — I look good in a bikini/speedo
- 7) Personality skills — I don't get pissed when awakened at 3 in the morning, and can maintain a sense of humor in most situations
- 8) Other skill(s): _____

Lynn, 52, sfmariner2002@yahoo.com exp 2c/wants 1,2,3,4,5,8,9,10/offers 1,4,5b=French,7.
 Lynn Owen & Emma Donaguer, 33, (415) 867-5756 or (415) 336-5543 exp 2/wants 1,2,3,4,5,6/offers 1,3,4,7,8=nurses RN.
 Mabelle, 58, (831) 375-2408, mabellesailor@hotmail.com exp 4/wants 4,8,
 9,11= Panama, Australia/offers 1,4,5a,b=4 languages,7,8=sea sense, provision/anchoring.
 Marlaina, 49, (707) 996-8260 (fax), loro5@aol.com, pipalova49@yahoo.com exp 3/wants 1,2,3,4,8,11=Galapagos/offers 3,4,5a,b=Braz. Port.,8=navigate,more.
 Marlys, 50ish & fun, (916) 489-3964, marlys@marlysthompson.com exp 2a/wants 1/offers 7,8=OCSC-US Sailing certified.

Martha, martha_sail@yahoo.com exp 2c/wants 1,2,3,4,5,8*,9*,10 (*especially)/offers 1,3,4,5b=Greek,7.
 Mary, 41, (619) 675-1855, sailordady@aol.com exp 3,4/wants 3,4,5,8,9,10/offers 4,6,7.
 Mary, 53, (916) 208-1002, ladysailor@sbcglobal.net exp 2c/wants 1,2/offers 1,3,4,7.
 Michelle P., 47, sailinglion7@yahoo.com exp 2a/wants 1,3,4,6,8/offers 4,7.
 Nancy, 47, nan_sail2003@yahoo.com exp 2c/wants 1,2,3,4,8/offers 1,4,7,8=inquire.
 Nancy, 59, (775) 827-6099, wanaskinj@aol.com

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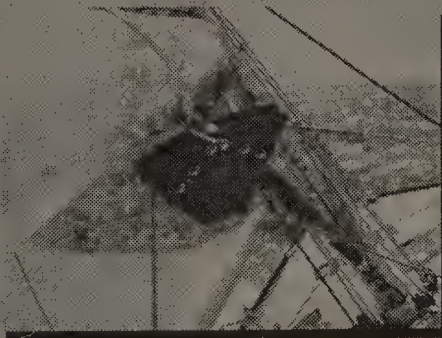


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2003 BIG CREW LIST —

WOMEN TO CREW, CRUISING — CONT'D

..... exp 3/wants 1,2,3,4,10/offers 1,4,6,7,8,=scuba.
Renee, age=yes, (510) 532-1935, oakcat6@hotmail.com...exp 4/wants 1,2,4,9,10,11=Spain, 8/03/offers 3,4,5a,7,8=easy going, favorite watch:12-4am.
Sherry Saul, (married), 42, (805) 541-6633, followingmycompass@myexcel.com exp 3/wants 4,5,8,9,10/offers 1,4,5a=studying,6,7.
Stacey Murphy, 36, stacey94702@yahoo.com exp 2a/wants 1,4,6*,8,9* (*preferred)/offers 1,3,4(on deck while sailing),5,7.
Susan Brooks, 53, (650) 364-7651, fearless sailor@yahoo.com exp 3/wants 4,5,6/offers 4,7,8=can really sail.
Vikki, 48, toptrips@sonic.net exp 2c/wants 1/offers 4,5,6,7,8=all around hand.
Wendy, 47, (415) 893-9124, dosho94947@yahoo.com exp 2c/wants 4,5,8,9,10/offers 1,3,4,5a=minimal,7,8=strong, easy going, want to learn.


COUPLES TO CREW ON A CRUISING BOAT

Dan & Krystal, 29/29, (707) 829-7735 exp 2c/wants 1,2,3,4,5,6/offers 1,2,3,4,7,8=beer brewing.
Eric & Jerl Denniston, 50/51, (858) 484-8887, eric@dennergroupp.com exp 3/wants 1,2,3,4,8,9/offers 4,5,7,8=navigation.
Florian, 49/35, (408) 531-1951, florian@brody.org exp 2c/wants 1,3,4,5,8,10/offers 1,2,4,5b=French, German, Italian,7,8=computer, nav, bareboat cert.
John Kerwin & Connie Wood, 57/50, (612) 729-8770, (612) 529-6685 exp 2(C),4(J)/want 1,4,5,6,9/offers 1,2,5a,b=French,6,7,8=mech engineer, nurse.
Joseph & Susan Altmoss, 50s, (831) 726-1920 exp 3/wants 1,2,4/offers 3,4,7.
Julie Jacob & Chris Rousseau, 35/42, (972) 467-1332, juliejacobtx@yahoo.com, rousseau@airmail.net exp 3,4/wants 4,5,6,8,10,11=Australia, NZ, S Am./offers 1(J),2,4,5b=French,7,8=scuba instructor(J), racing(both).
Parvin & Klaus Kommoss, 56/62, (360) 683-9603, kommoss@juno.com exp 1/wants 4,6/offers 1,2,3,4,5a,5b=German, French,7,8=yoga teacher, world travelers.
Ron & Mary Gary, 62/53, (303) 887-7696, kf6efj@aol.com exp 3/want 4,5,8,9,10/offers 1,2,3,4,7,8=gen. Ham, cert. diver, nurse.
Skip Baker & Terri LaTourette, skpbaker@pacbell.net exp 2a/wants 1,2/offers 3,4,7.

CRUISING BOATS LOOKING FOR CREW

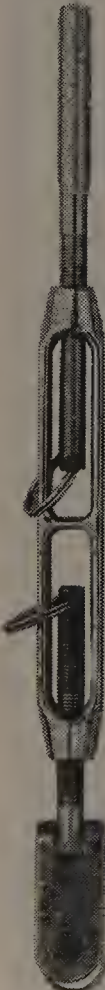
MEN LOOKING FOR CRUISING CREW

Al Wasserman, 70, (831) 338-4233, has Cape Cod cat boat, plans San Juan Isl., Canada, May 20 wants 1,3,8=cooking skills,9,10.
Art Urbin, 51, art@urbin.com, has Catalina 36, plans CA & Mexico, open wants 3,11.
Bill Hanlon, 51, (541) 980-3105, wil97709@yahoo.com, has 60' schooner, plans circumnavigation 2003-2008 - all or part(s) wants 1,2,3,9,10.
Bill Wisda, 52, (760) 214-5652, svMichelle@aol.com, has 41' Formosa ketch, plans around the world, 10/03 wants 1,3,4,5,6,7a,8=scuba,9,10.
Bob, 46, (510) 769-0309, k38bob@aol.com, has Kantola 38 tri, plans Bay & coast, all year wants 1,2,3,11.
Bruce Raymaker, 53, (805) 477-0147, bruceelement@sbcglobal.net, has Saga 43, plans Mexico & beyond, Nov. 2003 wants 1,2,3,7,9,10.
Bruce Schwegler, 60, (503) 810-4435, brsarch@msn.com, http://home.attbi.com/~brsarch, has Mayotte 47 cat, plans PDX to Vancouver BC, July; PDX to Mexico, Oct. w/Ha-Ha wants 1,2,3,4,5,6,7,8,9,10,11.
Bryan, 60+, (415) 258-8466, has Sea Wolf 40, plans SoCal, Mexico?, 2003/2004 wants 1,2,3,7a,9.
Captain Mongo, captmongo@aol.com, has Swan 47+smaller boats, plans Bodega Bay (Oct-June), SF Bay (July-Sept), CA coast, year round...wants 2,3,4,5,6,8,10.
Cecil, 25, celgtan@yahoo.com, has 37' Cutter, plans Marquesas, Hawaii, 6/03 ... wants 1,2,3,4,5,6.
Chris Martin, 34, (650) 874-6353, chris_martin@earthlink.net, has Valiant 32, plans Hawaii July 15 wants 1,2,3,10.
Dave Perry, 59, (408) 378-3700, has Peterson 44, plans Catalina, Mexico, beyond, 10/31/03 wants 3.



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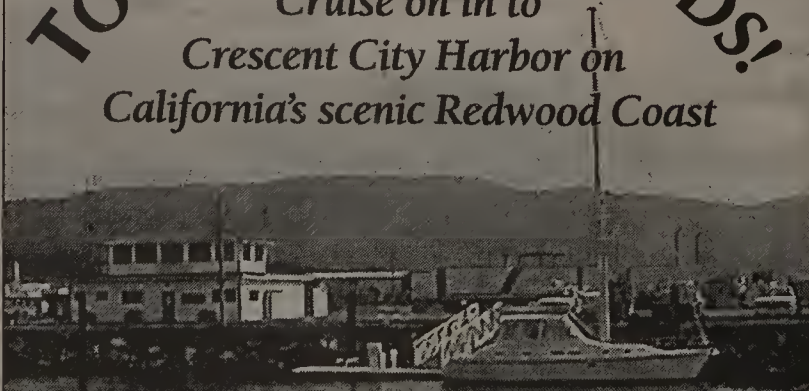
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
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I/WE PLAN TO SAIL TO: _____

ON OR ABOUT (DATE): _____

WE ARE LOOKING FOR CREW:

- 1) Be willing to share basic expenses such as food and fuel
- 2) Be willing to bust butt preparing the boat
- 3) Have more desire than experience
- 4) Have lots of ocean experience
- 5) Know more about offshore navigation than just pushing buttons on the GPS
- 6) Have mechanical skills for the engine, refrigeration, etc.
- 7) Have language skills: a) Spanish, b) Other: _____
- 8) Other skills (woodworking, scuba, etc.) _____
- 9) Be unattached and unopposed to the possibility of a friendship blossoming
- 10) Look good in a bikini/speedo/birthday suit
- 11) Understand and appreciate Jim Carrey's humor.

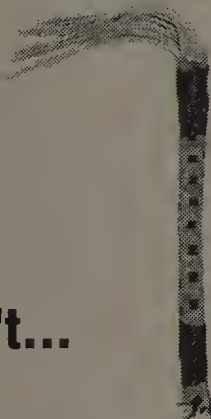
Dennis Foltz, 55, boltrope@aol.com, has 34' Catamaran, plans GBR & beyond, end of May, (boat in Australia) wants 1,3,7=people skills,9.
 Don Engle, demacengle@yahoo.com, has 70' custom cat, plans New Zealand to US (multiple legs), 4/04 wants 3,4,5,6.
 Donald Engle/Tom MacDonald, ageless, tmdhome@yahoo.com, (925) 370-6039 (fax), has 70' custom cat, plans New Zealand to US/Mex/Carib/SoPac, 12/03.

MEN LOOKING FOR CRUISING CREW—cont'd

..... wants 4,5,6,7,8.
 Doug Thorne, 45, (415) 285-9434, (510) 268-9188, has Celestial 48, plans SF from PV, May 2003 wants 3,10.
 Em Black, 52, lanikaisdyc@netscape.net, has 46' Rudy Choy cat, plans Mex, Costa Rica, Panama, Line Is., 11/04 (2 yr surfing walkabout) wants 1=food,3,7,9,12++surfs.
 Greg Bangle, 56, (909) 927-1440, has Hunter 42, plans circumnavigation, Oct 2003 wants 1,3,8,9,10.
 Herb Potter, 65, (775) 833-2628, has Passport 47, 2002, plans San Juans in summer, Mexico in fall, 6/1/03 wants 2,6.
 Jack, 62, barnaclebill109@hotmail.com, has Tartan 37, plans Australia, Indonesia, Thailand, May 1, 2003 wants 1,2,3,8,9.
 Jeff Huntington, 61, jeffonboat@aol.com, has Caliber 40, plans East Coast, Bahamas, Caribbean, now/anytime wants 1,2,9.
 Jeff Nelson, 60, sailflyjeff@hotmail.com, has 39' Tri (Moon Me), plans easy fun, places downwind, Mexico, whatever wants 1,3,10,11.
 John Hill, 55, (818) 846-8895, yayayawm@earthlink.net, has Nassau 34 cutter, plans Port Townsend, WA, inquire, on/about 7/5/03 wants 1,2,3,4,5,7a,8=cooking, medical,10.
 Larry, 56, (714) 377-7847, nordic37@earthlink.net, has Esprit 37, plans So Cal, Catalina wants 3,9.
 Leo Lebon, 68, (510) 524-2609, Berkeley Marina, has Wauquiez 35, plans Mexico, fall 2003 wants 1,2,3,4,5,6.
 Mark Meyer, (702) 682-1350, jadestartfirst@aol.com, has 36' Union Polaris, plans Honolulu, May 12 or 14 wants 3.
 Pablo Picasso, (415) 298-2080, gbb1@pacbell.net, has Ron Holland custom 66, plans Tonga, Vanuatu, Australia, April-Sept. 2003 wants 3,8,9,10,11.
 Patrick Cummins, 58, (831) 462-6359, hawkpc1@prodigy.net, has Newport 30, plans CA Coastal, Delta, cruising SF, Monterey, open wants 1,3,4,5,6,10,11.
 Rich/Richard Lusser, 61/16, (775) 722-1839, has 54' Morgan cutter, plans return to SF from Honolulu, May 7, 2003 wants 3.
 Robert Jordan, 70, (619) 222-1230, has Raj 50, plans Australia, May 2003 wants 1,2,4,5,6,7=French,8,9,10.
 Rolf Wesely, 50+, (925) 945-0405 (h), (925) 866-6224 (w), has Newport 33, plans

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2003 BIG CREW LIST —

MEN LOOKING FOR CRUISING CREW—cont'd

weekends & longer trips wants 3,9.
 Ron Ellsworth, 55, (707) 704-3689, has Ranger 29, plans Bay, Delta, Catalina, June 2003 wants 1,2,3,8=inquire,9,10.
 Scott Fisher, 50, (415) 453-8911, has Columbia 10.7, plans Mexico, fall wants 1,3,7,8,9.
 Stuart Kiehl, 56, (707) 591-9999, stuart@vineyardvideo.com, has 31' Kismet Tri, plans Seattle to SF, July/Aug (no wants checked).
 Thomas Heckler, 48, (831) 277-0761, has 43' Endeavour ketch, plans south, Mexico & beyond, 5/30 to Oxnard, then SD, then Baja Ha-Ha wants 1,2,3,7a,8,9,10.
 Tom Longmore, 46, (360) 241-0580, has 26' MacGregor, plans Gulf Islands, Canada, 7/03 to 9/03 wants 1,2,3,9,11.
 Tom Wickenhauser, 55, (954) 232-1695, invictuscat@hotmail.com, 1126 SE 6th Ave, #500, Ft. Lauderdale, FL, 33316, has 60' custom cat, plans Bahamas, Turks & Caicos, April/May 03 wants 2,3,7a,8=scuba,9,10,11.
 Vince Comella, 59, sv_itchy_feet@hotmail.com, has 39' ketch, plans from Fiji to Australia, June 15 wants 1,2,3.

WOMEN LOOKING FOR CRUISING CREW

Eve Wilhite, 51, (805) 642-9463, eve@silcom.com, has Southern Ocean 53, plans Channel Islands, Hawaii wants 1,2,8=wisdom, humor, music.
 Sharon C. Smalley, 64, (415) 332-8246, has Aries 32, plans 2 to 5 days coastal trips, north & south throughout the year wants 1,4=some,5.

COUPLES LOOKING FOR CRUISING CREW

Matt & Linda, 43, sail001@aol.com, have 42' catamaran, plan Caribbean 2003 (now), S. Pacific 2004 want 2,3,7a,b=French,8=cooking.
 Russ, JoAnn & kids, 40/35/13/11, mfrmm, sv_northern_dancer@yahoo.com, have MacGregor 65, plan Channel Islands summer, Ha-Ha fall want 1,2,7a,11.

DAYSAILORS LOOKING FOR CREW

MEN WITH BOATS FOR DAYSAILING

Ben Brown, 37, (415) 720-4160, brbrownjr@yahoo.com 1.
 Bill Bohmer, 54, (916) 630-7672 3.
 Bob Mayberry, 55, (415) 882-2634 (w), (925) 362-9339 (h) 3,4.
 Bryan, 60+, (415) 258-8466 1.
 Captain Mongo, captmongo@aol.com 1,3.
 Dave Perry, 59, (408) 378-3700 1.
 Doug, 54, (925) 933-9430, sailingdoug@attbi.com 1,4.
 Doug Vaughn, 55, (530) 272-7485, dugvon@sbcglobal.net 3.
 Gerry Cannon, 56, gerrycannon@mindspring.com 1,2,3,4.
 Jason Roberson, 33, (510) 540-8554 1.
 Jerry Plasz, 35, jertzyp@yahoo.com, (775) 588-2508 1.
 John A. Nebilak, 46, (530) 885-4460, (916) 355-3584 (w), john.nebilak@aerojet.com 1.
 Larry, 56, (714) 377-7847, nordic37@earthlink.net 1.
 Lewis Wolfenson, 60, (619) 216-8586, lwolfenson@att.net 1,3,4.
 Marshall Hasbrouck, 55, (510) 383-9525 1.
 Michael Daley, 52, (707) 874-1595, michaeld@pon.net 1,3,4.
 Mike C., 64, lat38list03D@mgb67.com 3.
 Patrick Cummins, 58, (831) 462-6359, hawkpc1@prodigy.net 2,3,4.
 Pete Howley, 60, (415) 902-8016 4.
 Peter Welch, 43, (510) 531-6935, peterwelch@aol.com 1.
 Rick Drain, 45, (650) 367-9926, daysail@ricks-cafe.net 1.
 Ron Sherwin, 50, ronsherwin@aol.com 3.
 Skip Boddie, 65, (408) 238-0794 1.
 Sonny Lyles, 40, (415) 533-7585 1,3.
 Stan Starkey, 66, stanselene@hotmail.com 3.
 Stephen Wollmer, 59, (510) 843-2053, swollmer@netscape.net 3.



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DAYSAILING CODES

I/WE HAVE BOAT, WILLING TO TAKE OTHERS OUT. I AM/WE ARE:

- 1) Single to take singles out
- 2) Couple to take couples out
- 3) Singles, couples or small groups okay, but leave any kids home
- 4) Kids okay as long as you can control them

WANT TO JOIN OTHERS FOR CASUAL DAYSAILS. I AM/WE ARE:

- 1) Single
- 2) Couple
- 3) A group of _____ (state number) friends interested in sailing
- 4) Would like to bring kids
- 5) Going sailing to escape the kids

CREW LOOKING FOR DAYSAILING

MEN FOR CASUAL DAYSAILING

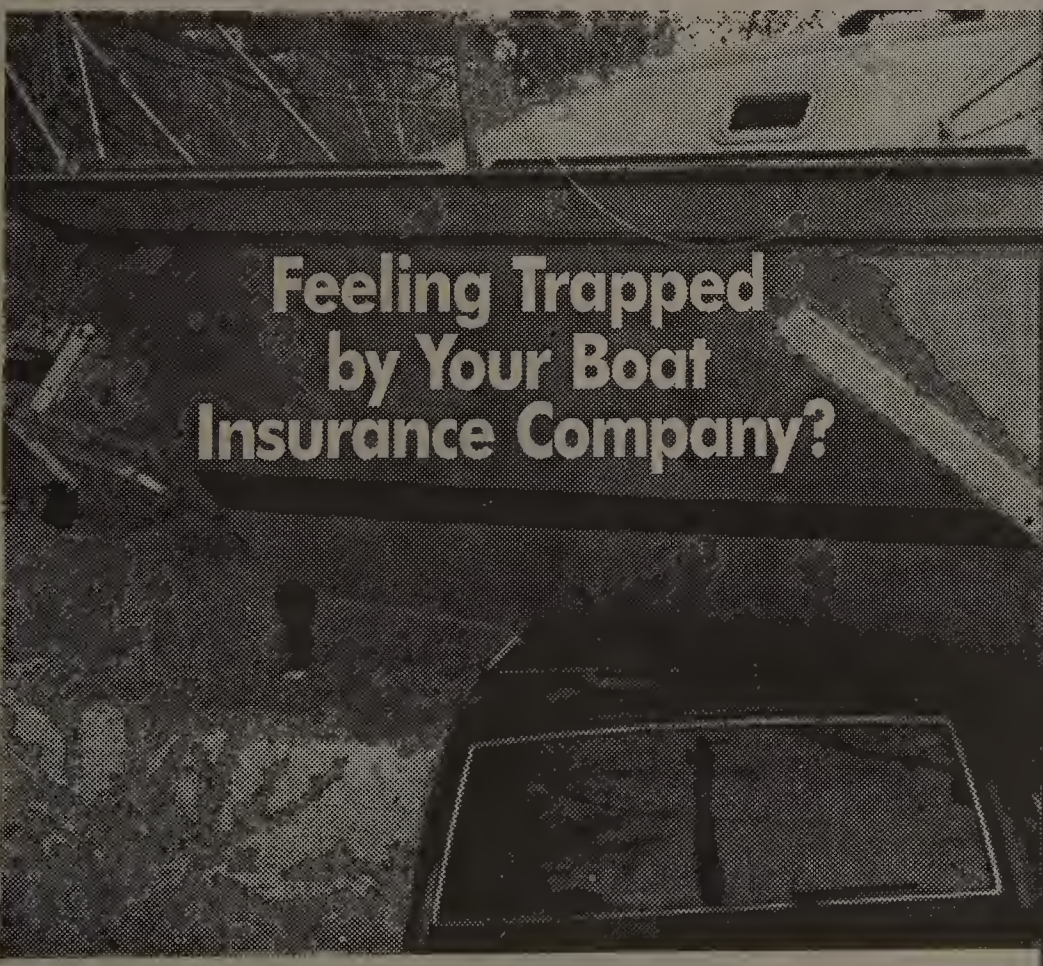
Andrew Peters, 31, (415) 377-6210	1.
B. Bossen, 51, (602) 723-9070, bosco51@mindspring.com	1.
Ben Brown, 37, (415) 720-4160, (415) 883-3311, brbrownjr@yahoo.com	1.
Bill Redgwick, 65, kc7unz@775.net	1.
Bob, 46, (510) 769-0309, k38bob@aol.com	1.
Bob Mayberry, 55, (415) 882-2634 (w), (925) 362-9339 (h)	1.
Brian Burt, 36, (415) 308-4258, sailing@brian-burt.com	1,2.
Brian Herrera, 41, (530) 514-3503	1.
Dave Allen, 42, (530) 823-3602	1.

MEN CASUAL DAYSAILING — cont'd

Don Rosenthal, 49, (650) 596-9624	1.
Eric B. Johnson, 41, (415) 606-0563	1,5.
Gerard Ziemski, 31, (650) 996-4091, gziemski@mac.com	1.
Greg Partell, 48, (530) 305-7737	1,5.
Gregory Fretz, 50, (650) 948-5612	1.
James Zimmerman, 25, (925) 878-5590, zimmmms@hotmail.com	1.
Jean de Varax, 24, (415) 459-4985, jean.devarax@voila.fr	1.
Jeff Smith, 28, (415) 834-0699	1.
Joel Waldman, 74, (650) 327-4259, joelwal@sbcglobal.net	1.
John Etherington, 47, johnetherington@sprintmail.com	1.
John Ludeman, 53, (707) 645-1701, jludeman@sbcglobal.net	1.
Mark Ashley, 46, (707) 321-6758 (cell), (707) 824-8142 (h)	1.
Michael Daley, 52, (707) 874-1595, michael@pon.net	1.
Owen Tuttle/Victor Conforti, 50s, (707) 938-4310 (Owen), (707) 938-5070 (Vic), vkconforti@vom.com	3=2.
Patrick Cummins, 58, (831) 462-6359, hawkpc1@prodigy.net	1,2.
Paul Murphy, 48, (510) 693-1868	1.
Peter McKenna, 43, (415) 331-9176, pmckenn@earthlink.net	1.
Phil Moilanen, 43, (510) 839-4214	1.
Reid Neubert, 55, (415) 924-8037, reid@neubertweb.com	1.
Rick Pelton, 55, (415) 847-7784	1.
Rodgers Harshbarger, 25, (415) 613-4557, deal_flow@hotmail.com	1.
Roland Swirsky, 56, (916) 366-8317	1.
Russ Heblack, 57, (831) 338-9521	1.
Steve Sproul, 50+, (707) 823-7558, ssproul@sbcglobal.net	1.

WOMEN FOR CASUAL DAYSAILING

Addie, 58, sailher@cruzio.com	1.
Andrea Nelson, 26, (415) 595-5878, arnelson1@yahoo.com	1.
Cameron & Barbara, 40/44, (650) 269-8198, cameroncalley@yahoo.com, barbaracalley@yahoo.com	1,2=sisters,3=1-3,4,5



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2003 BIG CREW LIST — SOMETHING

WOMEN FOR CASUAL DAYSAILING — cont'd

Cindy Williamson, 44, (415) 831-8791, cwcpa@earthlink.net 1.
 Genelle, 55, gwindwyer@juno.com 1.
 Jennie James, 26, (415) 637-6523, hey_jenni_james@yahoo.com 1,3=3.
 Joan, 60, (707) 773-3750 1.
 Karen Elsenstadt, 40, kazzie12@earthlink.com 1.
 Kathy, 34, cakatsails@yahoo.com 1,4=occasionally.
 Lellani/Michelle, 38/35, (925) 864-4442 1,3=2-3.
 Leslie, 49, willowswind@msn.com 1.
 Lisa Headley, 38, (831) 375-1597 1,5.
 Lore, 40, tchelet@aol.com 1.
 Lori Beraha, 42, (831) 479-8343 1.
 Marlaina, 49, (707) 996-8260 (fax), loro5@aol.com, pipalova49@yahoo.com .. 1.
 Martha, 38, martha_sail@yahoo.com 1.
 Maura, 33, (415) 339-8110 1.
 Rebecca Walsh, 40+, (925) 829-4647, (925) 699-4647 1,3=3.
 Stacey Murphy, 36, stacey94702@yahoo.com 1.
 Susan Brooks, 53, (650) 364-7651, fearlessssailor@yahoo.com 1.
 Susan Dyar, 40's, (925) 930-7049, susbay@attbi.com 1.
 Vickie, 32, vickieh239@aol.com 1.
 Wendy, 47, (415) 893-9124, dosho94947@yahoo.com 1.

COUPLES FOR CASUAL DAYSAILING

Dorrie Steele & Stan Abinatti, 62, (510) 893-3609, (510) 834-7555 (fax), out of country April 1-May 15 2,5.
 Eric & Jeri Denniston, 50/51, (858) 484-8887, eric@dennergroun.com 2,3=6.
 Florian, 49/35, (408) 531-1951, florian@brody.com 1,2.
 Frank Lossy & Barbara Steinberg, 59+, (510) 527-3893 2.
 Gene Donlan & Pearl Mosterson, 58/62, (831) 623-2653 (ASA-ACC cert SFBay/cstl) 2.
 Gregory & Anne Fretz, 50/40, (650) 948-5612 2.
 Joe Lambing/Rebecca, 40/37, (650) 244-6963, joe.lambing@mpi.com 1,2,4.
 Maria & Alphonso Rios, 37/43, (415) 552-8274 2.

COUPLES FOR CASUAL DAYSAILING — cont'd

Maura & Chris, 33/38, (415) 339-8110 2.
 Mike & Jean Barney, 55/56, (916) 777-4876 2.
 Peter Kacando/Holly M., 36, (650) 324-0439, kadyca@yahoo.com 1,2.
 Skip Baker/Terri LaTourette, skpbaker@pacbell.net 2.

PEOPLE WANTING TO BOAT SWAP

George Cardona, 52, (404) 568-8465, jorgesalsa@aol.com, Sun Yacht 27/SF, Coronado 26/Santa Cruz .. wants SoCal, Carib, Hawaii, wkend, 1 week, summer.
 John Kerwin, 57, (612) 729-8770, River Queen 40, on Mississippi in Mpls wants sailboat, any area, 2 weeks, anytime.
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| 2) Moderate. I sail regularly and have chartered before | b) Prefer co-charterer of at least equal proficiency |
| 3) Lots. I've sailed and/or chartered many types of boats and am a competent skipper | c) Would be willing to co-charter with less experienced party |

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- 4) With other singles
- 5) With my/our well-behaved kids, age(s) _____
- 6) A smaller (30 to 40 ft) boat with one or two other people
- 7) A medium (40 to 50 ft) boat with four to six other people
- 8) A large (60 ft or more) boat, the more co-charterers the merrier

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| 2) Monterey/Santa Cruz | 7) Caribbean |
| 3) Southern California | 8) Mediterranean |
| 4) Mexico | 9) Other: _____ |
| 5) Hawaii | |

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Don Rosenthal, 49, (650) 596-9624 for 2 wks summer/exp 3/prefers 1,4,6,7,8/wants 1,2,3,4,5,6,7.
 Eric Johnson, 41, (415) 606-0563 for 1-2 wks spring/summer/fall/exp 2,a/prefers 1,7/wants 4,5,7,9=S. Pacific.
 Fern Filner/George Cardona, 52, (408) 568-8465, jorgesalsa@aol.com for 1-2 wks summer/fall/exp 2,c/prefers 3,4,6,7,8/want 3,4,5,6,7,8.
 Frank Lossy & Barbara Steinberg, 59+, (510) 527-3893 for 2 weeks summer or winter 2003/exp 3,c/prefers 1,3,6/want 7,9=Seychelles.
 Gene Donlan & Pearl Masterson, 55/62, (831) 623-2653 for days/weeks all of 2003/exp 2,c(ASA-ACC cert. SF Bay/coastal)/prefers 1,3,4,6,7/want 1,2,3,7.
 M&M C., 64, lat38list03A@mgb67.com for 2 weeks fall 2003/exp 3,b/prefers 1,3,7,8/wants 4,9=Sea of Cortez.
 Mark Leigh, 32, (404) 420-3058 for 2 weeks New Years/Feb/exp 3,c/prefers 1,3,4,6,7/wants 4,5,7.
 Miles Clayton, 58, (318) 221-8411, x7048, clayton.miles_g@shreveport.med.va.gov for 1-2 wks spring/fall/winter 2003/exp 2,b/prefers 1,3,4,6,7/wants 1,2,3,4,7,9=Chesapeake.
 Peter Kacandes, 36, (650) 324-0439 (h), (650) 714-2042 (cell), kadyca@yahoo.com for 1-2 weeks summer/fall/exp 3,c/prefers 1,3,4,6,7/wants 1,2,3.
 Robert & Jodie Todd, 40/35, (360) 652-5240, rsoulkitchen@msn.com for 2-3 weeks spring/summer/exp 1,a/prefers 1,3,4,5=9 & 4 yrs,7,8/wants 4,5,7,9=S. Pacific.
 Vikki, 48, toptrips@sonic.net for 1 week fall/exp a,b/prefers 1,2,3,4,7/wants 7.
 Will, 61, willis@topformdata.com for 1-2 weeks any of 2003/exp 2,c/prefers 1,4,6/wants 3,4,5,6,7,8,9=So. Pacific.
 Will & Pamela, 61/50, willis@topformdata.com for 1-2 weeks any of 2003, exp 2,c/prefers 1,3,6/wants 3,4,6,7,8,9=So. Pacific.

Don't miss the *Latitude 38* Crew List Party on Wednesday, April 9, from 6-9 p.m. at the Golden Gate YC. See you there!

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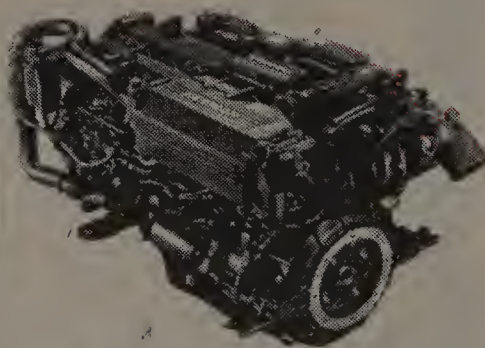
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THE RACING

With reports this month on the *Columbia 5.5 Nationals*; the lumpy *Doublehanded Lightship Race*; a trio of *St. Francis YC Spring Invitationals*; the *Acura SORC* in Miami; final results of *eight mid-winter regattas*; three big *SoCal regattas*; the *Heineken Regatta* in St. Maarten; the seasonal return of *Box Scores* for late-breaking news like the *Doublehanded Farallones Race*; and a clump of *Race Notes* at the end.

Columbia 5.5 Meter Nationals

The beat went on when the blue-hulled *Drummer* won its third consecutive Columbia 5.5 Meter Nationals on the Oakland Estuary on March 15-16. Skippered by former yacht broker Adam Sadeg, and crewed by industry pros Pete McCormick (middle) and Keith 'Panda' Love (bow), *Drummer* put together a 3,1,1,1,2 series to nip the Doyle Sails factory team on *Maverick* by one point. Alameda YC hosted the five-race, no-throwout event.

Sadeg, McCormick and Love — who can be found sailing on the red Farr 40 *Wired* most weekends — got some help from Bill Colombo's *Maverick*, which rounded the second mark the wrong way while leading Sunday's first race. Colombo, sailing with Campbell Rivers and Drew Guay, was able to sail back and correct the error, only losing one place —

able to tame the chaos aboard. At mark roundings, you often need more than three people!"

This was the second time in two encounters that *Maverick* has lost to *Drummer* in the Nationals by a point. "Last time, it was because our main halyard broke," said Colombo. "This time, we just made one more mistake than they did. Adam sailed well, and deserved to win."

In third, far behind the match race for first, was Chris and Karri Shepherd's Stockton-based *Bandit*, with Karri driving. See the 5.5's new website, www.columbia55meter.org, for more.

1) *Drummer*, Adam Sadeg, 8 points; 2) *Maverick*, Bill Colombo, 9; 3) *Bandit*, Chris & Karri Shepherd, 15; 4) *Nefertiti*, John Notman, 20; 5) *Wings*, Mike Jackson, 23; 6) *Impatient*, Bill Jarvis, 36; 7) *Krasny*, Mike Taylor, 37; 8) *Jaguar*, Dick Humphrey, 39; 9) *Top Gun*, Jim Coddington, 41; 10) *Coyote*,



Different 'Drummers' — Columbia 5.5 Meter national champs, from left: Adam Sadeg, Pete McCormick, and Keith 'Panda' Love.

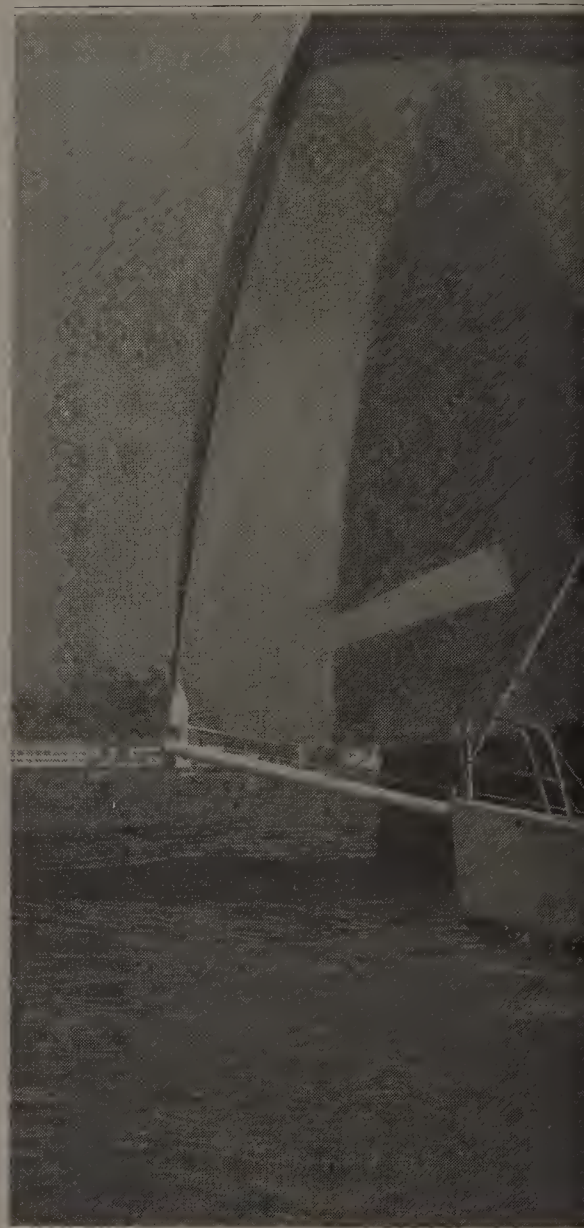
but the damage was basically done.

"They had brand new white sails and were quite fast," explained McCormick. "But Adam knows these boats and the Estuary really well, and Panda and I were

Bill Parish, 48; 11) *Cheater*, Jim Graham, 60. (11 boats)

Doublehanded Lightship Race

The weather forecast on March 15 sounded miserable, if not a little scary, for Island YC's annual 25-mile doublehanded lap around the Lightship. Of the 53 boats entered, only 38 started. Of



these, only 30 finished — and one of the eight DNFs, Steve Klein's J/35 *Jammin'*, didn't come back at all. Turn back to *Sightings* if you missed that sad story.

Ironically, it turned out to be a sunny, warm and only moderately windy day, with winds peaking around 12-15 knots. What made the day memorable were the gigantic leftover winter storm swells colliding with a huge ebb run-off. The bouncy conditions saw two boats, the J/130 *Sceptre* and the C&C 39 *Quicksilver*, retire early with broken mainsails. Several boats reported waves breaking on them, and everyone we spoke with was awed by the size of the ocean rollers that day.

Sweet Jane, Trevor Baylis' Santa Cruz-based J/90, swept the race, taking first to finish honors, first in class, and first overall on corrected time. Trevor's crew was his sister Liz, and this was the first time in 20 years that they have sailed together!

In an effort to get out of the raging ebb,

MAGNUS VON MAGNUSON



Swell time — 'Sweet Jane' en route to sweeping the Doublehanded Lightship Race. Inset, 'Jane' disappears momentarily in a trough.

most boats hugged the edges of the Gate coming home (*Sweet Jane* came in by Mile Rock, though other class winners took the northern approach). Some skippers, including ocean veteran Bruce Nesbit on the Olson 34 *Razzberries*, didn't feel it was worth the risk.

"I'm mad and I'm disappointed," he wrote. "NOAA had broadcast dangerous sea conditions with increasing swells that afternoon, and breaking seas were visible on both sides of the Channel on the way out. The view from the Lightship was of continuous breaking seas, as far as the eye could see, except for the ship channel. For me, the choice was easy. It was not worth risking my life for a pickle dish, so we rode the 20-foot non-breaking seas back through the channel against the 3-knot ebb and finished late, but safe."

"Not everybody made it through the

breaking waves on the bar that day. The Coast Guard issued an appeal to boaters to keep a lookout and render assistance to a dismasted boat south of the shipping channel. So either we racers or the Coast Guard had to rescue a boat in distress on the South Bar, thereby putting other lives at risk. Why don't we learn? By not sailing responsibly, we can only expect more restrictions on racing in the Bay and ocean by the Coast Guard and race committees."

DIV. A (spritpolers) — 1) **Sweet Jane**, J/90, Trevor & Liz Baylis; 2) **Always Friday**, Antrim 27, John Liebenberg/Jim Antrim; 3) **E.T.**, Antrim 27, Todd Hedin/Deborah Brainer; 4) **Fast Forward**, Aerodyne 38, Dan & Carol Benjamin. (8 boats)

DIV. B (ULDB) — 1) **Sleeping Dragon**, Hobie 33, Mark Halman/Robert Fricke; 2) **Dianne**, Express 27, Steve Katzman/Rob Mayberry; 3) **Salty Hotel**, Express 27, David Rasmussen/David Rasmussen, III; 4) **Ergo**, Express 27, Chris Gage/John Jeffers. (9 boats)

DIV. C — 1) **Basic Instinct**, Elliott 1050, Jan

Silkye, WylieCat 30, Steve Seal/John Skinner; 2) **Uno**, Steve Wanner/David Green; 3) **Katzenjammer**, WylieCat 30, Dan Mills/Nick Burke. (6 boats)

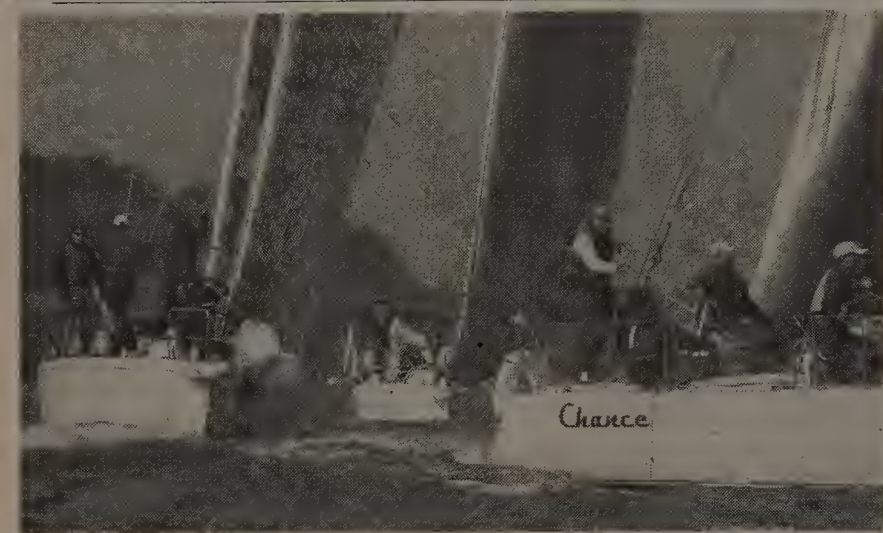
DIV. E — 1) **Straight Jacket**, Mull 22, Ben Haket/Jacko Van Der Koog; 2) **Phantom**, J/24, Brien Angelo/Michael Witfield; 3) **YachyDa**, Newport 30, Jack Gill/Bruce Pon.

StFYC Spring Invationals

Good things — like the annual St. Francis YC Invationals in March — come in threes. This year's trio of invitational one design regattas kicked off with the Spring Keel (March 1-2), segued into the Spring Dinghy (March 8-9), and concluded with the Spring One Design (March 15-16). Against the odds, the weather for all three events was fantastic.

The new season began with record attendance — 70 boats — at the Spring Keel Regatta. Five of the hottest 'under 30 feet' keelboat classes on the Bay turned out in strength, and competition was accordingly fierce. Shawn Bennett, who won Key West Race Week overall with his J/105 *Zuni Bear*, showed his versatility by winning the Melges class, which is starting to ramp up in anticipation for their Worlds here in October. Young Ryan Cox schooled the J/24 fleet, posting the low score in fleet for the weekend. Other class winners were *Magic Bus* (Eric Deeds, Express 27), *Eclipse* (Brad Butler, Moore 24) and, in the closest competition, Charles Griffith squeaked by Knud Wibroe to win the Knarrs.

The following weekend was the dinghy invasion. Four classes (29ers, 505s, Finns, and Lasers) opted for a 6-race, 1-throwout series with 5-minute countdowns and longer courses. Two other classes — Vanguard 15s and 420s — sailed on a separate course, enjoying collegiate-style racing (tons of quick races with 3-minute countdowns). Express 27 owner Scott Sellers, another highly-versatile sailor, took the Vanguard 15 fleet with breathing room. Other class winners were Doogie Couvreur/James Lee (29er), Dan Thompson/Andy Zinn (505), Cana-



dian sailor Chris Cook (Finns), Peter Phelan (Lasers), and Rob Parrish/Ed Gardina (420s).

Last, and somewhat least, were the 'over 30 foot' keelboats on March 15-16. With no-shows by the Farr 40s and Beneteau 40.7s, and minimum entries from the J/120s and Express 37s, this regatta turned into a showcase for the gigantic J/105 fleet. This was the first event on the J/105 season, and their first with big

kites, float lines and more crew weight — all changes to finally fall in line with the national rules in anticipation of the Nationals on the Bay in August. Despite having to add almost 400 pounds of lead to *Arbitrage* (all the early J/105s were lighter and arguably livelier than their new, SCRIMP-built sisterships), Bruce Stone smoked the 33-boat fleet with a fine 2,3,1,4 record.

"We had speed off the line and were

able to sail in clear air all weekend," said Stone, who raced with tactician John Gutenkunst, Terry Smith, Dave Poquette, Mike Spitz, Julia Cashin and Jeff Calder. "We have a great team and are looking forward to a challenging and exciting season!"

Perennial Express 37 champion Mark Dowdy won his class again, while Barry Lewis, who apparently upped his game by sailing with the J/120 *El Ocaso* at Key



West and SORC, won the J/120 class with *Chance* in straight bullets. See www.sfy-yc.com for full results and pictures.

SPRING KEEL (March 1-2; 4 races):

MELGES 24 — 1) **Not the Family Buick**, Mike Stone/Shawn Bennett, 11 points; 2) **Team Moseley**, Rick Moseley, 15; 3) **Tropical Storm**, Doug & Kerry Forster, 16; 4) **Smoke Show**, Scott Dale, 16; 5) **Agent 99**, Dimitris Dimitrelis, 20; 6) **#525**, Wright/Fay, 22. (14 boats)

EXPRESS 27 — 1) **Magic Bus**, Eric Deeds, 10

Lots of J/Boats — scenes from the St. Francis YC's Spring One Design Invitational on Saturday, March 15. All photos 'Latitude'/rob and jr.

points; 2) **Swamp Donkey**, Doug Robbins/Scott Sellers, 17; 3) **El Raton**, Ray Lotto, 24; 4) **Chimo**, Brad Pennington, 24; 5) **Attack from Mars**, Brendan Busch, 24; 6) **Baffett**, Tom Baffico/Forest Baskett, 25; 7) **Exocet**, Jason Crowson, 25. (17 boats)

MOORE 24 — 1) **Eclipse**, Brad Butler, 10 points; 2) **Fatuity**, Dave Hodges, 17; 3) **#124**, Tom Wondollock, 18; 4) **Blank**, Mark Breen, 19; 5) **Paramour**, Rowan Fennell, 21; 6) **Ruby**, Mazi/McCarthy,

27; 7) **Wet Spot**, Mike O'Callaghan, 31. (16 boats)
J/24 — 1) **#3324**, Ryan Cox, 5 points; 2) **Cool Breeze**, Doug Nugent, 11; 3) **Casual Contact**, Edward Walker, 15; 4) **Blue-J**, Brian Mullen, 23; 5) **Take Five**, Horn/Taylor, 25; 6) **Downtown Uproar**, Wayne Clough, 28. (14 boats)

KNARR — 1) **#132**, Charles Griffith, 11 points; 2) **Snaps II**, Knud Wibroe, 12; 3) **Sophia**, Tom Reed, 13; 4) **#134**, Eric Gray, 17. (10 boats)

SPRING DINGHY (March 8-9; 6 races: 1 throwout):
29er — 1) **Doogie** Couvreur/James Lee, 12

THE RACING

points; 2) Myles Gutenkunst/Jon Goldberry, 14; 3) John Heineken/Sean Kelly, 15; 4) Rikard Grunnan/Mallory McCollum, 18. (12 boats)

505 — 1) Dan Thompson/Andy Zinn, 9 points; 2) Howard Hamlin/Jon Bell, 13; 3) Mike Martin/Jeff Nelson, 18; 4) Andy Beeckman/Ben Benjamin, 19; 5) Douglas Hagan/Stuart Park, 19. (14 boats)

FINN — 1) Chris Cook, 6 points; 2) Mo Hart, 8; 3) Henry Sprague, 14; 4) Louis Nady, 23. (11 boats)

LASER — 1) Peter Phelan, 7 points; 2) Tracy Usher, 10; 3) Martin Hartmanis, 16; 4) Chris Boome, 21; 5) Andrew Tuthill, 29; 6) Jonathan Howell, 29; 7) Simon Bell, 30. (18 boats)

VANGUARD 15 — 1) Scott Sellers/Mike Huang, 28 points; 2) Matthew Sessions/Avery Patton & Jill Sellers, 40; 3) Tom & Melissa Purdy, 46; 4) Mike

conditions off Miami on February 27-March 2. *Nerone*, Massimo Mezzaroma's Italian-based Farr 40, nipped Hasso Plattner's *Morning Glory* in the last race to claim the Mark Baxter Trophy (top Farr 40), while fellow countryman Luigi Parente, sailing *Moby Maga Joanna*, claimed victory in the Mumm 30 class over the German entry *Rainbow*. A Norwegian Melges 24, Peder Nergaard's *Baghdad Rejects*, held off the Italians on *Joe Fly* (with Morgan Larson aboard as tactician) to win that class. The *Rejects* also took home the Acura SORC Trophy for best overall performance.

Our Bay Area contingent — five out of the 79 entries — did exceptionally well at this year's SORC. Roger and Isobel Sturgeon's streaking R/P TransPac 52 *Rosebud* dominated PHRF-1, taking the class with a perfect 9-bullet performance. Sturgeon, currently a very happy owner, took home a boat-

load of trophies, including the Florida Governor's Perpetual Trophy as top PHRF boat. The winning crew consisted of the Sturgeons, driver Jack Halterman, tactician Kevin Miller, Malcolm Park, Gary Evans, Prent Ruhne, Paul Allen, Patrick Whitmarsh, Glenn Hansen, George Wheeler, Robin Jeffers, Pepe Parsons, and

Jeff Brock.

"At Key West, we raced bigger boats," said Brent Ruhne. "We really had no idea how we'd stack up against the 50-footers at SORC, so it was a pleasant surprise to do so well!" Next up on *Rosebud's* East Coast tour is the St. Pete-Isla Mujeres Race, a 500-mile race to the Yucatan peninsula on April 25.

Tom Coates' *Masquerade* won the 9-boat J/105 class, coming from behind to pass old rival *Wet Leopard* at the end of the six-race, one-throwout series (J/105s, Mumm 30s. Melges 24s and multihulls did an abbreviated three-day regatta, while everyone else did ten races over four days). Sailing with Coates were tactician Mark Chandler, Thomas 'Isi' Isler, Steve Marsh, Krissy Loewenthal, and Big Larry Swift. The *Masqueraders* took a casual approach to the SORC, apparently enjoying the late-night partying in South Beach as much as the mellow sailing.

Other Bay Area boats in attendance included the aforementioned *Morning Glory*, with Bay Area sailors Dee Smith and Ronn Loewenthal aboard, Bret Gripenstraw and Dennis Bassano's Melges 24 *Sofa King Fast* (8th in class) and Rick Wesslund's J/120 *El Ocaso* (10th in PHRF-II). Complete results, press releases and pictures can be found at www.acurasorc.com.

FARR 40 — 1) *Nerone*, Massimo Mezzaroma/Vasco Vissoto, ITA, 52 points; 2) *Morning Glory*, Hasso Plattner/Dee Smith, GER, 54; 3) *Heart-*

Spring One Design winners, from left — Mark Dowdy ('Eclipse'), Bruce Stone ('Arbitrage') and Barry Lewis ('Chance').

Dinsdale/Lars Leckie, 48; 5) Madhaven Thirumalai/The Unknown Sailor, 54; 6) Ken Turnbull/Jordan Parker, 55; 7) John & Rachel Horsch, 69. (17 boats; 12 races; 1 throwout)

420 — 1) Rob Parrish/Ed Gardina, 15 points; 2) Ben Bradley/Mark Andres, 25; 3) Chris & Hunter Williams, 39. (7 boats; 12 races; 1 throwout)

SPRING ONE DESIGN (March 15-16; 4 races):

J/120 — 1) *Chance*, Barry Lewis, 4 points; 2) *Qui B 5*, John Sylvia, 9; 3) *Mr. Magoo*, Steve Madeira, 13. (6 boats)

EXPRESS 37 — 1) *Eclipse*, Mark Dowdy, 7 points; 2) *Elan*, Bill Riess/John Kernot, 10; 3) *Expeditious*, Bartz Schneider, 10. (5 boats)

J/105 — 1) *Arbitrage*, 10 points; 2) *Tiburon*, Steve Stroub, 17; 3) *Nantucket Sleighride*, Peter Wagner, 22; 4) *Wind Dance*, Jeff Littfin/Steve Pugh, 25; 5) *Zuni Bear*, Rich Bergmann/Shawn Bennett, 29; 6) *Good Timin'*, Dave Wilson/Phil Perkins, 29; 7) *Blackhawk*, Dean Dietrich, 31; 8) *Whisper*, Eden Kim, 32; 9) *Advantage 3*, Pat Benedict, 41; 10) *Out of Options*, Doug Berman, 42; 11) *Jabberwocky*, Brent Vaughn/Mr. Reyff, 46; 12) *Orion*, Gary Kneeland, 48; 13) *Natural Blonde*, Rob Cooper/Dennis Deisinger, 52; 14) *Larrikin*, Stuart Taylor, 60; 15) *Bald Eagles*, Randy Paul/Dave Liggett, 62. (33 boats)

Bay Boats Shine at Acura SORC

Foreign entries grabbed the top spots in the most competitive classes at this year's 62nd Acura SORC, held in benign

FINAL MIDWINTER RACE RESULTS

Alameda YC Midwinters

DIV. I (0-138) — 1) *Rascal*, Wilderness 30, Rui Luis, 9 points; 2) *Buzz Light Year*, Capri 30, Rob Woelfel, 10; 3) *True Grits*, Express 27, Jay Montgomery, 15; 4) *Peggy Sue*, Laser 28, John Davis, 22. (11 boats)

COLUMBIA 5.5 — 1) *Wings*, Mike Jackson, 18 points; 2) *Bandit*, Chris Shepherd, 32; 3) *Drummer*, Weaver/Sankey/Sadeg, 20. (8 boats)

DIV. III (139-189) — 1) *Magic Bus*, Whiting Quarter, Ton, John McKeon, 8 points; 2) *Noble Lady*, Beneteau 305, Gary Massari, 13; 3) *Mirage*, Black Soo, Ben Mewes, 13. (7 boats)

DIV. IV (190-up) — 1) *Dominatrix*, Santana 22, Heidi Schmidt, 10 points; 2) *Madness*, Brighton Sprint, John Diegoli, 12. (5 boats)

NON-SPINNAKER — 1) *Knotty Sweetie*, C&C 32, Martin Johnson, (4 boats)
(5 races; no throwouts)

Golden Gate YC Midwinters

FLEET I (< 64) — 1) *Cipango*, Andrews 56, The Bartons, 4 points; 2) *Summer Moon*, Synergy 1000,

Mike DeVries, 4; 3) *City Lights*, SC 52, Tom Sanborn, 11; 4) *Oaxaca*, SC 50, Dick & Patti Cranor, 13. (13 boats)

FLEET II (65-105) — 1) *Navigator*, Sovereign 33, The Melbostads, 3 points; 2) *Yucca*, 8-Meter, Hank Easom, 6; 3) *Two Scoops*, Express 34, Chris Longaker, 11. (9 boats)

FLEET III (106-156) — 1) *Uno*, WylieCat 30, Steve Wanner, 3 points; 2) *Spirit of Elvis*, Santana 35, Martin Cunningham, 5; 3) *Harp*, Catalina 38, Mike Mannix, 9; 4) *Spirit of Bombay*, Santana 35, Mike Whalen, 13; 5) *Whitecap*, IOD, Tom Allen, 13. (14 boats)

FLEET IV (157-197) — 1) *Eyrie*, Hawkfarm, Tom Condy, 3 points; 2) *Lelo Too*, Tartan 30, Emile Carles, 6; 3) *Spindrift*, Tartan 30, Paul Skibo, 7. (9 boats)

FLEET V (198-up) — 1) *Crazy Jane*, Thunderbird, Dave Carroll, 6 points; 2) *YachtSea*, Santana 22, Mike Spitz, 7; 3) *Elaine*, Santana 22, Pat Braderick, 7. (8 boats)

J/105 — 1) *Whisper*, Eden Kim, 3 points; 2) *Orion*, Gary Kneeland, 6; 3) *Bald Eagles*, Dave Liggett, 11; 4) *Good Timin'*, Wilson/Perkins, 14. (5)



Above, the TP-52 'Rosebud' won the big boat class at the SORC. Right, the Farr 40 'Morning Glory' stumbled to second on the last day.

breaker, Bob Hughes/Jeff Madrigali, Ada, MI, 63; 4) **Warpath**, Fred & Steve Howe/John Cutler, San Diego, 65; 5) **Mean Machine**, Peter De Ridder/Stu Bannatyne, NED, 68; 6) **Samba Pa Ti**, John Kilroy/Paul Cayard, Los Angeles, 70; 7) **Le Renard**, Steve Phillips/Andy Horton, Annapolis, 75. (16 boats)

IMS — 1) **Idler**, N/M 50, George David/Ken Read, Hartford, CT, 13 points; 2) **Talisman**, Farr 53, Marco Birch, New York, NY, 22. (4 boats)

MUMM 30 — 1) **Moby Maga Joanna**, Luigi Parente, Naples, FL, 17 points; 2) **Rainbow**, Bent Dietrich, GER, 20; 3) **Go Figure**, David Koski, Highland Heights, OH, 22. (8 boats)

J/105 — 1) **Masquerade**, Tom Coates, San Francisco, 9 points; 2) **Wet Leopard**, Jim Sorensen, Sag Harbor, NY, 10; 3) **Wet Paint**, Don Priestly, Mashpee,

MA, 12. (9 boats)

MELGES 24 — 1) **Baghdad Rejects**, Peder Nergaard, NOR, 7 points; 2) **Joe Fly**, Luca Sentena, ITA, 8; 3) **Black Seal**, Roger Peacock, UK, 16; 4) **Monsoon**, Bruce Ayres, Newport Beach, 20; 5) **Full Throttle**, Brian Porter, Lake Geneva, WI, 23. (14

Charles Burnett, Seattle, 21; 3) **Idler**, N/M 50, George David, 27.5. (6 boats)

PHRF-II — 1) **Raincloud**, J/125, Terry Smith, Isle of Palms, SC, 10 points; 2) **Tazo**, Farr 36, Geoff Stagg, Annapolis, 28; 3) **Gold Digger**, J/44, James Bishop, New York, NY, 39.5. (11 boats)

PHRF-III — 1) **Triptease**, Tripp 33, S.A. Spencer, Miami, 13 points; 2) **Defiance**, B-32, Scott Taylor, Long Beach, 18. (6 boats)



boats)

MULTIHULL — 1) **Condor**, Corsair 28, Peter Freudenburg, Harvey Cedars, NJ, 10 points; 2) **Team Raider**, 'multihull', Don McGetrick, Miami, 11. (5 boats)

PHRF-I — 1) **Rosebud**, R/P TP-52, Roger Sturgeon, San Francisco, 9 points; 2) **Bandolier**, 1D-48,

Three SoCal Regattas

The yacht racing season is in full swing in Southern California, with three major one design regattas occurring last month. The W.D. Schock Memorial Regatta was hosted by Newport Beach YC on March

FINAL MIDWINTER RACE RESULTS

Larrikin, Stuart Taylor, 15; 6) **Arbitrage**, Bruce Stone, 16; 7) **Irrational Again**, Jaren Leet, 19. (21 boats)

CATALINA 34 — 1) **Wind Dragon**, Dave Davis, 4 points; 2) **Mottley**, Chris Owen, 4; 3) **Casino**, Bill Eddy, 11. (8 boats)

KNARR — 1) **Narcissus**, John Jenkins, 4 points; 2) **Benino**, Terry Anderlini, 6; 3) **Hustler**, Steve Wegner, 9. (7 boats)

FOLKBOAT — 1) **Little Svendie**, Mark Slichter, 5 points; 2) **Ingrid**, Uwe Dobers, 5; 3) **Frieded**, Bill Madison, 6. (7 boats)

OVERALL WINNER (Seaweed Soup Trophy) — **Whisper**, J/105, Eden Kim. (4 races; 1 throwout; www.ggye.org)

Encinal YC Jack Frost Midwinters

DIV. I (<100) — 1) **Bodacious**, Farr One Ton, Clauser/Tosse, 5 points; 2) **Magic**, Tripp 40, John Rizzi, 13. (6 boats)

DIV. II (101-177) — 1) **Hamburger Haus**, Olson 25, Jens Jensen, 4 boats; 2) **Eclipse**, Hawkfarm, Fred Hoffman, 11; 3) **True Grits**, Express 27, Jay Montgomery, 12; 4) **Chesapeake**, Merit 25, Jim Fair,

12; 5) **Noble Lady**, Beneteau 305, Gary Massari, 20 boats)

DIV. III (178-up) — 1) **Talisman Banana**, J/22, Gary Albright, 3 points; 2) **Wuvulu**, Islander 30, John New, 7; 3) **Eurydice**, Catalina 30, George Biery, 10. (10 boats)

J/120 — 1) **Mr. Magoo**, Steve Madeira, 4 points; 2) **Dayenu**, Payan/Jermaine, 15; 3) **Chance**, Barry Lewis, 17; 4) **Qui B 5**, John Sylvia, 18. (8 boats)

J/35 — 1) **Jarlen**, Bob Bloom, 4 points; 2) **Fast Lane**, John Wimer, 11; 3) **Kiri**, Bob George, 13. (7 boats)

ANTRIM 27 — 1) **Cascade**, Laraine McKinnon, 5 points; 2) **Nemesis**, Martson/Shortman, 6. (5 boats)

J/105 — 1) **Bald Eagles**, Paul/Liggett, 4 points; 2) **20/20**, Phil Gardner, 5. (4 boats)

MELGES 24 — 1) **Smokin'**, Kevin Clark, 8 points; 2) **No Dread**, Peter Stoneberg, 8. (4 boats) (5 races; 1 throwout; www.encinal.org)

Farr 40 Midwinters

1) **Shadow**, Peter Stoneberg, 31 points; 2) **Non Sequitur**, Tom Thayer/Dick Watts, 33; 3) **Slingshot**,

Chuck Parish, 33.5; 4) **Astra**, Mary Coleman, 41; 5) **Wired**, Rob Weed, 42; 6) **Mayhem**, Bob Wolfe, 60.5; 7) **Blue Chip**, Walt Logan, 75. (7 boats; 10 races; no throwouts)

Oakland YC Brunch Series

FLEET I-A (< 152) — 1) **Tortuga**, Santana 30/30, Steve Hutchison, 4 points; 2) **Wet Trash**, Capri 30, Brian Flaherty, 8; 3) **Spitfire**, Moore 24, Brant Adornato, 11; 4) **Peggy Sue**, Laser 28, John Davis, 17. (10 boats)

FLEET I-B (152-173) — 1) **Popeye & I**, Cal 9.2, Ruth Summers, 5 points; 2) **Double Agent**, Merit 25, Robin Ollivier, 9; 3) **Strike Slip**, Merit 25, Roger England, 12. (7 boats)

FLEET II (174-189) — 1) **Annie**, Cal 29, Steve Zevanove, 4 points; 2) **Magic Bus**, Whiting 25, Jon McKeon, 9.5; 3) **Wuvulu**, IB-30, John New, 11; 4) **Nice Turn**, Cal 2-29, Richard Johnson, 14. (10 boats)

FLEET III (> 189) — 1) **Pathfinder**, Ariel, Ernie Rideout/Ed Ekers, 4 points; 2) **Dominatrix**, Santana 22, Ted Crum, 8; 3) **A Tuna Metata**, Santana 22, Bill King, 13. (9 boats)

THE RACING

1-2, with 95 Schock-built boats participating. The three big boat classes sailed five races on two separate ocean courses, while the smaller boats — almost 60 boats in five classes — sailed inside the harbor. Perfect sailing conditions prevailed for 'Schockfest', which honors late boat-builder Bill Schock, an early pioneer in fiberglass hulls and aluminum masts.

Two weeks later, on March 14-16, the action shifted south to the San Diego NOOD, which was held in the full gamut of weather conditions off Pt. Loma. The three-day regatta, the second of nine stops on *Sailing World's* National Offshore One Design Regatta tour, attracted 156 boats — many of whom, despite what the name implies, aren't remotely close to 'offshore' material. Two boats, Jed Olenick's J/120 *Doctor No* and Dave Hammett's J/80 *DnA*, turned in straight bullet performances.

"It was a really fun regatta," claimed Seadon Wijsen, who helped Bill Wright sail *Zsa Zsa* to fourth in the 1D-35 class. "Sailing seems quite healthy in San Diego!" Other NorCal sailors spotted at the NOOD included Gary Fanger, sailing his new 1D-35 *Sensation* (#28, ex-*Wild Thing*) with Will Paxton; Ronstan rep Alan Prussia steered the Corsair F-24 *C-Creature* to victory; and the father/son team of Philippe and Shark Kahn blitzed the Melges 24 fleet with a 1-2 performance. Shark, age 13, got the best of his dad in the seven-boat class.

Then, on March 21-23, it was Alamitos Bay YC's turn to shine. Their 43rd Annual Olympic Classes Regatta attracted 168 athletic sailors in 135 boats for three days of light-air sailing off Long Beach.



LENORE COLLINS

Schock value — The W.D. Schock Memorial Regatta was fun for the whole family, especially in the low-key Harbor 20 class.

Seven classes (five Olympic and, despite the regatta's name, two non-Olympic) raced on three different racing circles, with most classes doing a 10-race, 1-throwout series.

Santa Cruz sailor Mo Hart, age 27, showed why he is now ranked number one in the country in Finns, as he won five of nine races before retiring from the tenth race after a collision with veteran Henry Sprague (the jury settled the two-way protest in Hart's favor). Likewise, Meg Gaillard, the 29-year-old Europe campaigner from Jamestown, RI, also reinforced her #1 status in that class, beating runner-up Krysia Pohl in every race.

SCHOCK REGATTA (NHYC, March 1-2):

SCHOCK 35 — 1) *Piranha*, David Voss, CCLP,

10 points; 2) *Outlier*, Dick Schmidt, CalYC, 12; 3) *Ripple*, Jeff Janov, CalYC, 17; 4) *Whiplash*, Ray Godwin, LBYC, 19. (12 boats)

SANTANA 20 — 1) *Cal-Trans*, Charlie Ogletree, NHYC, 12 points; 2) *Mini-Me*, Bruce Golison, ABYC, 13; 3) *#904*, Eric Heim, DPYC, 31; 4) *Altitude Sickness*, Philip Infelise, NoYC, 32; 5) *Zero Tolerance*, Pete Hunter, MBYC, 33. (19 boats)

HARBOR 20-A — 1) *Jubilee*, Steve Schupak, NHYC, 12 points; 2) *#120*, Tom Schock, NHYC, 20; 3) *Sail Dates*, Tom Corkett, NHYC, 21; 4) *HMS Second Wind*, Ted Munroe, NHYC, 23. (16 boats)

HARBOR 20-B — 1) *Idros*, Helen Duncan, NHYC, 13 points; 2) *Dollie*, Len Connelly, SLBYC, 13; 3) *Whim*, George Drayton, NHYC, 22; 4) *Allegra*, Neil MacFarlane, LIYC, 24. (12 boats)

LIDO 14-A — 1) *No Fear*, Mark Gaudio, BCYC, 12 points; 2) *Warsone*, Freddie Stevens, ABYC, 21; 3) *Alexa*, Eric Kownacki, MBYC, 29. (9 boats)

LIDO 14-B — 1) *Chapter Two*, John DeRosa, BYC, 22 points; 2) *Orange Crush*, Steve Muller, BYC, 27; 3) *Sarita*, Randy Welch, ALYC, 32; 4) *Lee-ward Passage*, Kim Zuelsdorf, WORS, 36. (16 boats)

FINAL MIDWINTER RACE RESULTS

COLUMBIA 5.5 — 1) *Bandit*, Chris Shepherd, 5 points; 2) *Nefertiti*, John Notman, 12; 3) *Cheater*, Jim Graham, 13; 4) *Wings*, Michael Jackson, 16. (10 boats)

MULTIHULL — 1) *Sea Bird*, F-27, Rich Holden, 5 points; 2) *Three Sigma*, F-27, Chris Harvey, 6. (5 boats)

(5 races; 1 throwout; www.oaklandyachtclub.com)

Richmond YC Small Boat Midwinters

EL TORO, SR. — 1) Gordie Nash, 36 points; 2) Rogan Kriedt, 45; 3) John Amen, 56; 4) Paul Tara, 85; 5) Max Fraser, 105; 6) Chris Nash, 126; 7) Don Jesberg, 131; 8) Ben Lezin, 136; 9) Jim Warfield, 139; 10) Kit Stycket, 141; 11) Claire Dennis, 149; 12) David Liebenberg, 150; 13) Nick Nash, 156; 14) Vickie Gilmour, 158. (54 boats)

EL TORO, JR. — 1) Will Dennis, 13 points; 2) Nathan Gartrell, 30; 3) Melissa Paulling, 40. (7 boats)

OPTIMIST — 1) Cody Nagy, 31 points; 2) Devon Lindsley, 46; 3) Peter Jesberg, 51; 4) Finneuk Nilsen, 67; 5) Daphne Arenia, 97; 6) Tanner Nagy, 71; 7) Michaela McCloskey, 83; 8) Christopher Jefferies, 85; 9) Emma Jesberg, 102; 10) James Moody, 109.

(23 boats)

BYTE — 1) Trish Moratorio, 34 points; 2) Gail Yando, 46; 3) Janelle Kubinec, 64. (9 boats)

CFJ — 1) Mike Castuccio, 30 points; 2) 'Max & Claire', 34; 3) Michael Lewis, 37. (11 boats)

VANGUARD 15 — 1) Mikey Murison, 30 points; 2) Eric Wilson, 33; 3) David Demarest, 37. (9 boats)

SNIPER — 1) Nabil Shahin, 39 points; 2) Joseph Harvard, 53; 3) Karen Flick, 84; 4) Wesley Hrubes, 86; 5) Gerhaard Panuschka, 88. (15 boats)

LASER — 1) Tim Russell, 15 points; 2) David Rumbaugh, 42; 3) Dave Poquete, 56; 4) Richard Carrick, 61; 5) Tom Burden, 87; 6) Connor Dibble, 88; 7) Simon Bell, 98; 8) Murray McLeod, 101; 9) Jeff Holder, 101; 10) Ron Witzel, 101; 11) Ned Niccolls, 109; 12) Tracy Usher, 111; 13) Chris Boone, 112; 14) Davy Morss, 112. (45 boats)

INTERNATIONAL 14 — 1) Greg Mitchell, 18 points; 2) Lawrence Henderson, 25; 3) Ted Rogers, 30. (7 boats)

INTERNATIONAL CANOE — 1) Dei Olsen, 11 points; 2) Anders Petersson, 13. (4 boats)

CORONADO 15 — 1) Kevin Wasbaner, 18 points; 2) Charlie Quest, 21; 3) Trent Watkins, 29; 4)

Steve Fishman, 29. (12 boats)

THISTLE — 1) Jonathan Howell, 14 points; 2) Ron Smith, 18. (4 boats)

LIGHTNING — 1) Mike Molina, 2 points; 2) Peter Beecher, 3. (4 boats)

29er — 1) Bertrand Perroud, 15 points; 2) George Pedrick, 26; 3) John Heineken, 29. (9 boats)

WYLLIE WABBIT — 1) Erik Menzel, 13 points; 2) Colin Moore, 15. (6 boats)

PORTSMOUTH — 1) Mark Dawson, Banshee, 27 points; 2) Curt Rodgers, Banshee, 28; 3) Bob Cronin, Sunfish, 35; 4) Byron Jonk, Sunfish, 51; 5) Roy Jordan, Sunfish, 54. (18 boats)

Full results — www.richmondyc.org.

Sausalito YC Midwinters

J/105 — 1) *Whisper*, Eden Kim, 8 points; 2) *Alchemy*, Tom Struttman, 22. (6 boats; 10 races; 2 throwouts)

DIV. A (< 145) — 1) *ET*, Antrim 27, Baylis/Hedin, 9 points; 2) *Gammon*, Tartan Ten, Jeff Hutter, 12; 3) *Absolute 02*, Sydney 38, Keith MacBeth, 13. (11 boats)

DIV. B (> 145) — 1) *Mortal Kombat*, Moore 24,



BOTH PHOTOS RICH ROBERTS

Lasermania at Alamitos Bay YC's excellent 43rd Olympic Classes Regatta. Canadian sailor Mike Leigh won the 42-boat class.

Full results — www.nhyc.org.

SAN DIEGO NOOD (SDYC: Mar. 15-16):

J/120 — 1) **Dr. No**, Jed Olenick, 7 points; 2) **Cap-er**, John Laun, 23; 3) **Ma Jolie**, Brad Wright, 26. (7 boats)

ID-35 — 1) **Tabasco**, John Wylie, 27 points; 2) **Wild Thing**, Chris & Kara Busch, 30; 3) **Kill-A-Watt**, David Rillie, 31; 4) **Zsa Zsa**, Bill Wright, 31. (11 boats)
J/105 — 1) **Wings**, Dennis Case, 13 points; 2) **Quicksilver**, Tony Harwood, 16; 3) **Indigo**, Scott Birnberg, 30; 4) **Flamboyant**, Barney Flam, 37; 5) **Bold Forbes**, Ed Cummins, 41. (22 boats)

CORSAIR 31 — 1) **Lei Loe**, H.L. Enloe, 9 points; 2) **Keep Tri'ng**, Leonard Gregory, 15. (5 boats)

ETCHELLS — 1) **#1000**, Vince Brun, 16 points; 2) **Slipknot**, Peter Isler, 28; 3) **Fun**, Craig Fletcher/Clarence Yoshikane, 52.5; 4) **Choices**, Dave Champion, 53; 5) **Dr. Kato**, Dave Jones, 55. (23 boats)

SOLING — 1) **Bycor**, Steve Smidt, 12 points; 2) **#791**, Steve Brownsea, 17. (6 boats)

Hans Bigall, 4 points; 2) **Dulcinea**, Coronado 27, John Slivka, 7; 3) **SouLatitude**, J/24, Jonathan Hagerman, 12. (13 boats)

DIV. C (non-spinnaker < 185) — 1) **Q**, Schumacher 40, Glenn Isaacson, 4 points; 2) **Youngster**, IOD, Ron Young, 10; 3) **Basic Instinct**, Elliott 10.5, Jan Borjeson, 14. (12 boats)

DIV. D (non-spinnaker > 185) — 1) **Nordlys**, Knarr, Joel Kudler, 6 points; 2) **Inshallah**, Santana 22, Shirley Bates, 12; 3) **Interlude**, Cal 2-27, Ken Crowe, 14. (12 boats)

(5 races; 1 throwout; www.syconline.com)

Santa Cruz YC Midwinters

CREWED — 1) **Minor Threat**, Melges 24, Peter Dalton, 9 points; 2) **Wildfire**, Tom Conerly, 5; 3) **Animal**, Sydney 38, Lezin/Akrop/French, 23; 4) **Hanalei**, Beat Neaf/Rob Schulyer, 26; 5) **Trailblazer**, Melges 24, Dave Emberson, 26.5. (15 boats)

DOUBLEHANDED — 1) **Una Mas**, Moore 24, Larry Peterson, 8 points; 2) **Nobody's Girl**, Moore 24, Syd Moore, 10; 3) **Sweet**, Moore 24, Randy Lakos, 14. (7 boats)

(6 races; 1 throwout; www.scyc.org)

MELGES 24 — 1) **Pegasus**, Shark Kahn, 9 points; 2) **Pegasus**, Philippe Kahn, 12; 3) **Stryk**, Jay McRostie, 28. (7 boats)

J/24 — 1) **#5208**, Chris Snow, 14 points; 2) **Geraldine**, Julie Mitchell, 20. (6 boats)

J/80 — 1) **DnA**, Dave Hammett, 7 points; 2) **#229**, John Bohne, 22. (5 boats)

CORSAIR 24 — 1) **C-Creature**, Alan Prussia/Mr. Medley, 10 points; 2) **Super Fly**, Mike Gettinger, 14. (5 boats)

CAPRI 22 — 1) **Free Bird**, Christopher Nesbit, 13 points; 2) **Carmelinda**, Steve Ross, 14; 3) **Uncontrolled Airspace**, Bob Macomber, 25. (7 boats)

ULTIMATE 20 — 1) **Cinderella Story**, John Andrew, 13 points; 2) **Red Viking**, Mike Ellis, 20; 3) **Rogue**, Bob Amen, 22; 4) **Ethel Merlyn**, Clifton Odom, 26. (13 boats)

HOLDER 20 — 1) **Scraps**, Greg Hamm, 9 points; 2) **My Sweetie-N-Me**, Jim Rosaschi, 18. (6 boats)

505 — 1) **Weasel**, Bill Jenkins, 18 points; 2) **The Kitty**, John Billings, 23. (6 boats)

INT. 14 — 1) **Box Car**, Zach Berkowitz, 13 points; 2) **Larry**, Kris Bundy, 31; 3) **#129**, Alan Diercks, 35; 4) **Stark n' Dormy**, Brad Ruetenik, 41; 5) **Almost**, Ron Boehm, 45. (14 boats)

MARTIN 16 — 1) **#66**, David Trude, 14 points; 2) **#39**, Joshua Ross, 15. (6 boats)

Full results — www.sdyc.org.

OLYMPIC CLASSES (ABYC: Mar. 21-23):

EUROPE — 1) Meg Gaillard, Jamestown, RI, 10 points; 2) Krysia Pohl, Alameda, 32; 3) Tanja Smutny, Winnipeg, CAN, 33. (19 boats)

FINN — 1) Mo Hart, Santa Cruz, 14 points; 2) Geoff Ewenson, Annapolis, 17; 3) Henry Sprague, Long Beach, 25. (11 boats)

49er — 1) Dalton Bergman/Zach Maxam, Coronado, 28 points; 2) David Fagen, St. Petersburg, FL/Bora Gulari, Detroit, 28; 3) Andy Mack, White Salmon, WA/Adam Lowry, San Francisco, 33. (13 boats; 15 races)

LASER — 1) Mike Leigh, Vancouver, CAN, 49 points; 2) Brendon Piovesan, Vancouver, CAN, 57; 3) Greg Helias, Marina del Rey, 61. (42 boats)

LASER RADIAL — 1) Parker Shinn, San Diego, 22 points; 2) Doug Hart, San Diego, 28; 3) Bob Falk, Long Beach, 31. (25 boats)

STAR — 1) Mike Dorgan/Eric Weintraub, San Diego, 22 points; 2) Jeremy Davidson/Jessica Costa, Long Beach, 26; 3) Eric Lidecis/Dan Roehl, Newport Beach, 29. (9 boats)

SNIPE — 1) Rick Arneson/Gus Wirth, San Diego, 11 points; 2) David Tillson/John Fretwell, San Diego,

15; 3) Ken Redler/Barbara Tillson, Marina del Rey, 18. (9 boats; 7 races)

Full results — www.abyc.org.

Heineken Regatta

Two hundred and five boats, including Steve Fossett's 125-foot jumbo-cat *PlayStation*, enjoyed postcard-perfect conditions at the 23rd Heineken Regatta on St. Maarten, March 7-9. The three-day, four-race event — the second largest on the Caribbean circuit behind the week-



Fast women — Meg Gaillard, #1-ranked U.S. Europe sailor, just ahead of Alameda's Kryshla Pohl. They finished 1-2 in the 20-boat class.

long Antigua Sailing Week (April 27-May 3) — drew a healthy crowd, though it was slightly off from previous years (230 boats last year, and 255 in 2001).

Racing occurred in 17 classes and at five distinct levels of intensity — spinnaker, non-spinnaker, bareboat, open, and multihull. Dominating the grand prix boats, which used 'The Heinie' as the first leg of the 2003 Caribbean Big Boat Series, was Arien Van Vemde's hot new J/V *66 Sotto Voce II*. With Bouwe Bekking serving as tactician, the Dutch boat won all four races in Spinnaker I, just as *Pyewacket* did last year. An American Swan 68, Clay Deutsch's *Chippewa*, was second in class.

At the other end of the spectrum were the bareboats, which once again made up the majority of the fleet. Though their sailing skills weren't particularly sharp (according to one press release, they "came to the starting line with the enthusiasm of Labrador puppies and about the same knowledge of the racing rules"), the bareboaters easily outpartied their more serious racing counterparts. Copious amounts of the sponsor's beer were consumed at four different parties commencing Thursday night before the regatta and culminating with the awards bash on

THE RACING



Heineken highlights — Above, the new canting-keeled 'Sotto Voce II' was the big winner. Right, 'Star Trail' crosses behind 'Tazani'.

Sunday, which featured Carlos Santana's back-up band, Puro Bandido.

PlayStation, the undeniable star of the show, failed to win the small multihull class. Fossett and crew, which included ballooning buddy Richard Branson, did have the consolation of taking home a new informal course record. After the regatta ended on Sunday afternoon, *PlayStation* ripped around the island of St. Maarten, about 35 miles, in 2 hours, 4 minutes — idling, by their standards.

See www.heinekenregatta.com for more. The next big event in the Caribbean is the BVI Spring Regatta and Sailing Festival, scheduled for April 1-6. Results of that regatta, usually the third biggest on the circuit, will be available at www.bvi-springregatta.org.

Box Scores

Spring is in the air, the racing pace is quickening, and *Box Scores* once again take their regular place near the end of *The Racing Sheet*. It's impossible for our small staff to cover every regatta, especially those which occur on deadline week-end — hence, the following BS!

DOUBLEHANDED FARALLONES (BAMA: Mar. 22):

DIV. A (multihull) — 1) **Gerri De's Flying Circus**, F-27, Dave Martin; 2) **Blade Runner**, 'Catri', Mahail Dornich. (6 boats; all others DNF)

DIV. B (ULDB < 60) — 1) **Sweet Jane**, Trevor & Will Baylis, J/90; 2) **Shadow**, Farr 40, Peter Stoneberg; 3) **Wired**, Farr 40, Rob Weed; 4) **Chance**, Farr 395, Paul Kent; 5) **Blue Chip**, Farr 40, Walt Logan; 6) **Gone Too Farr**, Farr 40, Dave Carrel; 7) **Emily Carr**, SC 50, Ray Minehan; 8) **Copernicus**, Sydney 38, Michael Kennedy; 9) **Morgana**, SC 52, Rob Magoon; 10) **Fast Forward**, Aerodyne 38, Dan Benjamin. (18 boats)

DIV. C (ULDB > 61) — 1) **Rascal**, Wilderness 30, Rui Luis; 2) **Motorcycle Irene**, Express 27, Will Paxton; 3) **Bloom County**, Mancebo 31, Anthony Basso; 4) **Andiamo**, SC 27, Mike Warren; 5) **Dragonson**, Olson 30, Mark Halman; 6) **Antipodiste**, Farr 920, Charles Warren; 7) **Moon-**

shine, Dogpatch 26, R.B. Ward; 8) **20/20**, J/105, Phil Gardner. (15 boats)

DIV. D (< 85) — 1) **Timber Wolf**, Farr 38, Dave Hodges; 2) **Auspice**, Schumacher 40, Jim Coggan; 3) **Spindrift V**, Express 37, Larry Wright; 4) **Arowana**, Diva 39, Larry Riley. (8 boats)

DIV. E (86-130) — 1) **La Diana**, Contessa 35, Fred Huffman; 2) **True North**, C&C 37, Jeff Dunnavant; 3) **Quicksilver**, C&C 39, Carl Robinette; 4) **Power Play**, Andrews 30, Guy Rittger; 5) **Metridium**, Catalina 42 Mk. II, John Graves; 6) **Antares**, Ericson 34, Dan Lockwood; 7) **Fat Bob**, Catalina 38, Robert Lugliani. (14 boats)

DIV. F (131-163) — 1) **Sail A Vie**, Ericson 35 Mk. II, Phil MacFarlane; 2) **Red Hawk**, Hawkfarm, Dan Newland; 3) **Lynx**, WylieCat 30, Steve Overton; 4) **Silkye**, WylieCat 30, John Skinner; 5) **Uno**, WylieCat 30, Peter Jones; 6) **Patriot**, Yamaha 33, Lesa Kinney; 7) **Risky**, Ericson 911-SE, Jon Bloom. (15 boats)

DIV. G (> 164) — 1) **Phantom**, J/24, Brien Angelo; 2) **Chesapeake**, Merit 25, Jim Fair; 3) **Loose Lips**, Merit 25, Phil Mai; 4) **Cohiba**, Catalina 27, Todd Regenold; 5) **Current Asset**, Islander 30 Mk. II, John Bowen. (13 boats; all others DNF)

MOORE 24 — 1) **Eclipse**, Brad Butler; 2) **Paramour**, Rowen Fennell; 3) **Moore On**, Scott Owens; 4) **Gorgeous**, Mark Breen; 5) **Sunshine**, Stan Martin; 6) **Sweet**, Randy Lakos; 7) **Leviathan**, Gilles Combrisson; 8) **Csardas**, Torben Bentsen. (15 boats)

EXPRESS 27 — 1) **Swamp Donkey**, Scott Sellers; 2) **Exocet**, Jason Crowson; 3) **El Raton**, Ray Lotto; 4) **Attack From Mars**, Brendan Busch; 5) **Dianne**, Steve Katzman; 6) **Mirage**, Terry Cobb. (11 boats)

OVERALL — 1) **Sweet Jane**; 2) **Swamp Donkey**; 3) **Timber Wolf**; 4) **Exocet**; 5) **Eclipse**; 6) **Paramour**; 7) **El Raton**; 8) **Moore On**;

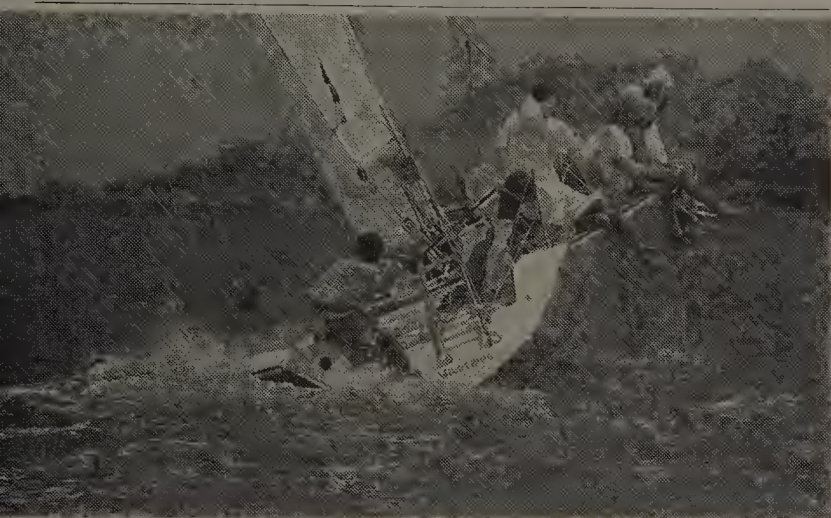
9) **Gorgeous**; 10) **Shadow**. (115 starters; 87 finishers)

FIRST TO FINISH — **Shadow**, Farr 40, Peter Stoneberg/Gary Sadamori, 5:20:08 p.m. (elapsed time of 9 hours, 15 minutes, and 8 seconds)

2003 TransPac Entries, Round II*

Yacht	Type	Skipper	Homeport
DIVISION II (Starts Sunday, July 6)			
Alta Vita	R-P 52	Bill Turpin	Santa Cruz
Beau Geste	R-P 52	Karl Kwok	Hong Kong
Grand Illusion	SC 70	James McDowell	Lahaina, HI
Helsai II	Adams 60	W.E. Rawson	Melbourne, Aus
Icon	Perry 65	R. Robbins/J. Roser	Seattle
Mongoose	SC 70	Robert Saielli	San Diego
Pendragon 4	Davidson 52	John MacLaurin	Marina del Rey
America's Chall.**	Volvo 60	Neil Barth	Newport Beach
DIVISION III (Starts Friday, July 4)			
Horizon	SC 50	Jack Taylor	Dana Point
Reinrag	J/125	Tom Garnier	Portland
On Point	Schock 40	Nick Martin	San Pedro
DIVISION IV (Starts Friday, July 4)			
Bolt	Olson 40	Craig Reynolds	Balboa
Challenged America	Tripp 40	Urban Miyares	San Diego
Cool Man Cool 2	Sydney 38	Harrell Jones	Dana Point
Lawndart	Fast 40	Bill Allan	Nanaimo, BC
Paddy Wagon	Ross 40	R. Mainland	Marina del Rey
Terra's XL	ILC 40	Anthony Barran	Las Vegas, NV
ALOHA A (Starts Tuesday, July 1)			
Just Imagine	49' Cutter	Thomas Camp	Walnut Creek
Lady Bleu II	Dynamique 62	R. & B. Kuske	San Diego
Maria R	Beneteau 50	Jon Richards	Mesa, AZ
Windborne	Gulfstar 50	Tom Ryan	Marina del Rey
ALOHA B (Starts Tuesday, July 1)			
Barking Spider	Catalina 38	David Kory	Pt. Richmond
Sea Dancer	Ericson 35	Alvin Wheatman	Marina del Rey
Tango	Beneteau 40	Howard Raphael	Sausalito
Wind Dancer	Catalina 42	Paul Edwards	Wilmington, DE
California Girl	Cal 40	D. & B. Lessley	Pt. Richmond
Flying Cloud	Cal 40	D. & S. Wilson	Long Beach
Ralphie	Cal 40	The Pillsburys	San Francisco
Ranger	Cal 40	William Partridge	Richmond
Redhead	Cal 40	Andrew Oppe	Ketchum, ID
Scaurend II	Volant 40	James Scott	Edmonton, CAN
DOUBLEHANDED (Start dates to be determined)			
Lucky Dog	J/125	Peter Putnam	Newport Beach
Starbuck	Black Sea 31	Greg Nelson	Piedmont
DIVISIONS TO BE DETERMINED			
Krakaloo	Young 32	Rod Skellet	Sydney, AUS
Masquerade	Choate 40	Timothy Coker	San Diego
Tabasco	1D-35	John Wylie	San Diego
Wild Thing	1D-35	Chris & Kara Busch	San Diego
Uproarious	Olson 40	Robert Bussard	San Diego

* as of March 22 (See last month for first 24 entries); ** = doublehanded



Blue water, green bottles, yellow boat — The unusual Kiwi 35 'Wild Thing' struts her stuff at the Heineken Regatta. All photos Tim Wright.

Complete results — www.sfbama.org.

WHEELER REGATTA (BYC; Mar. 22-23):

DIV. A — 1) **Bodacious**, Farr One Ton, John Clauser, 3 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, 3; 3) **Sensation**, 1D-35, Gary Fanger, 6. (6 boats)

DIV. B — 1) **Shenanigans**, C&C 36, Mike Maloney, 3 points; 2) **Ixxis**, Olson 911-S, Ed Durbin, 4; 3) **Jeannette**, Tartan Ten, Henry King, 5. (7 boats)

DIV. C — 1) **Synchronicity**, Olson 25, Stephen

Smith, 2 points; 2) **Fast Freight**, Newport 30, Robert Harford, 4. (5 boats)

DIV. D — 1) **Star-kite**, Catalina 30, Laurie Miller, 3 points; 2) **Eurydice**, Catalina 30, George Biery, 5; 3) **Latin Lass**, Catalina 27, Bill Chapman, 5. (9 boats)

WYLIE WABBIT — 1) **Furrari**, Pete Rowland, 3 points; 2) **Cwash & Byrne**, Greg

Byrne/Steve Bates, 5; 3) **Kwazy**, Colin Moore, 6. (7 boats)

PURSUIT RACE — 1) **Bodacious**; 2) **Jeannette**; 3) **Sensation**; 4) **Shenanigans**; 5) **Furrari**. (29 boats)

WHEELER TROPHY (big boats) — **Shenanigans**.

CITY OF BERKELEY (little boats) — **Furrari**.

Complete results — www.berkeleyyc.org.

AÑO NUEVO RACE (MPYC; Mar. 22):

CLASS A — 1) **Allure**, SC 52, Chuck Jacobson; 2) **Octavia**, SC 50, Shep Kett; 3) **Natazak**, SC 52, Steve Williams; 4) **Scorpio**, Wylie 42, John Siegel;

5) **Bustin' Loose**, Sydney 38, Jeff Pulford/Larry Gamble; 6) **Animal**, Sydney 38, Akrop/French/Lezin; 7) **Afterburner**, Cynergy 34, Neil Andrews; DNF **Athena**, Beneteau 36.7, Paul Brocchini. (8 boats; 55.5 miles)

CLASS B — 1) **Stray Cat**, Olson 30, John Roberts; 2) **No Name**, Ultimate 24, Tim Kelbert. (2 boats; 38.9 miles)

COLLEGIATE RANKINGS (as of March 11):

COED — 1) Harvard; 2) St. Mary's; 3) **Stanford**; 4) Tufts; 5) **Hawaii**; 6) **USC**; 7) Georgetown; 8) Hobart/Wm. Smith; 9) Boston College; 10) Dartmouth; 11) Brown; 12) Charleston; 13) Old Dominion; 14) **UC Santa Barbara**; 15) Washington College; 16) Yale; 17) Kings Point; 18) MIT; 19) **UC Irvine**; 20) Eckerd.

WOMEN — 1) Old Dominion; 2) St. Mary's; 3) Brown; 4) Charleston; 5) Yale; 6) Georgetown; 7) Connecticut College; 8) Harvard; 9) Dartmouth; 10) **UC Santa Barbara**; 11) South Florida; 12) **Hawaii**; 13) Navy; 14) Tufts; 15) **USC**.

ISAF MATCH RACE RANKINGS (as of March 20):

OPEN — 1) Karol Jablonski (POL); 2) Jesper Radich, DEN; 3) Jen Gram-Hansen, DEN; 4) Peter Holmberg, ISV; 5) Bjorn Hansen, SWE; 6) Mikael Lindqvist, SWE; 7) Paolo Cian, ITA; 8) **Ed Baird, USA**; 9) Mathieu Richard, FRA; 10) Francois Brenac, FRA.

WOMEN — 1) Marie Bjorling, SWE; 2) Malin

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THE RACING

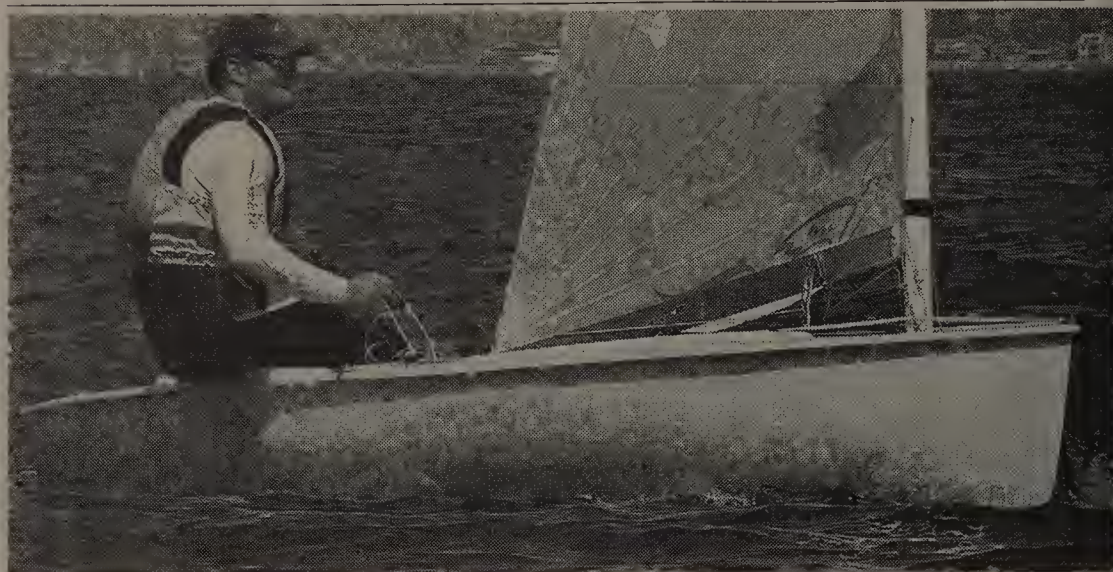
Millbourn, SWE; 3) Marie Faure, FRA; 4) Lotte Melgaard Pedersen, DEN; 5) Nina Braestrup, DEN; 6) Giulia Conti, ITA; 7) Klaartje Zuiderbaan, NED; 8) Liz Baylis, USA; 9) Betsy Alison, USA; 10) Sabrina Gurioli, ITA.

Race Notes

Who'd have thunk it? Entries for this summer's **42nd TransPac** just keep rolling in, with 60 paid-up entries as of late March (see box on page 212) and still two months to go before the May 23 cutoff date. TPYC officials hope for at least half a dozen more, which will make this the biggest fleet since the mid-'80s sled days. Some of the entries are a bit different, such as Neil Barth's doublehanded entry with the Volvo 60 **America's Challenge**, a disabled crew aboard the Tripp 40 **Challenged America**, nine Cal 40s (but no entry from Dennis Conner yet), and five foreign entries. In a nice trend, the Bay Area is sending a dozen boats to the fray.

"When the going gets tough, the tough go sailing!" figured entry chairman **Bill Lee**, who is wheelchair-bound while recovering from a serious bike accident. "I think the TransPac board has done a lot

BOTH PHOTOS BY RICH ROBERTS



More Olympic Classes Regatta action — The winning form of Finnatic Mo Hart. "Only one thing matters," he said, "and that's the Trials."

of good things lately, and the race appeals to a wider range of boats again."

Cancelled: The much-ballyhooed **UBS Challenge**, a nationwide match racing series which mixed professionals and enlightened amateurs, has been discontinued after its successful debut last year. In mid-March, UBS pulled the plug on their fledgling circuit — presumably for

economic reasons — leaving the Mallory Cup, the U.S. Match Racing Championship, to fend for itself again. "Obviously, we are very disappointed," said event promoter Scott MacLeod of Octagon Marketing. "The inaugural UBS Challenge was a huge breakthrough in sailing in the United States and a great platform for match racing."

Comeback class of the month: J/120 owner Don Payan finally sold his 1D-35 Rigel, hull #34, to Ron and Bev Coalson

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Trapeze artists — Dalton Bergen and crew Zack Maxam, foreground, won the competitive 49er class on a tiebreaker.

of San Diego, who renamed it **Racers Edge**. Eleven boats, including Gary Fanger's newly-purchased **Sensation**, just sailed in the San Diego NOOD, a fine turnout. Supposedly a number of East Coast 1D-35s will come to the Bay in September for their Nationals and the Big Boat Series, hopefully bringing the fleet up to 16-20 boats. At least two 1D-35s —

Tabasco and **Wild Thing** — are entered in the TransPac, too. They'll have a harder ride than most, but could do very well if it's windy.

Random race results: Doug Kessler of Marietta, GA, won the **Melges 24 Nationals** in Pensacola, Florida, in mid-March. Argyle Campbell (Newport Beach) as fourth, and Bret Gripenstraw (Santa Cruz) was eighth. Matt Jones ran the 27-boat regatta. . . Just a "handful" of boats sailed in Island YC's **Sadie Hawkins Race** on

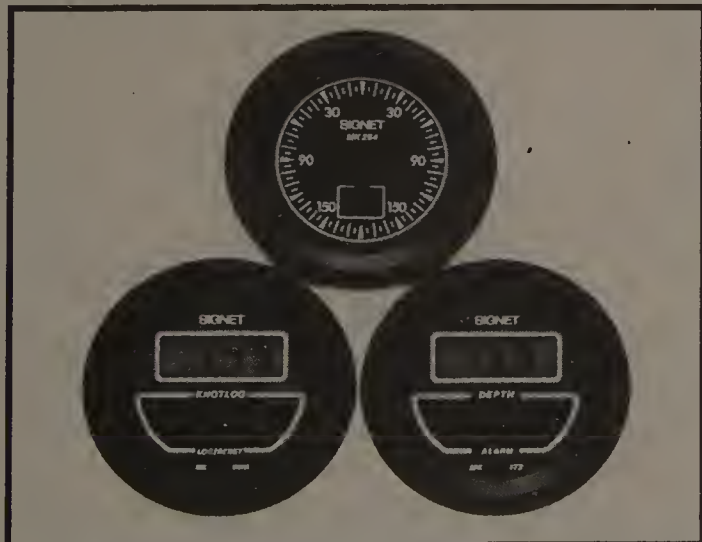
March 1. Former Beer Can Queen Lucie Van Breen won the Spinnaker Division with the **Black Soo Mirage**, while Sarah Wert took Non-Spinny honors with the **Ericson 35 Peg O' My Heart**. . . **Pax Davis**, the driving force behind the Mercury and Millimeter fleets, celebrated his 71st birthday on March 16 by thumping an 11-boat Mercury fleet in a five-race series hosted by Encinal YC.

Good news/bad news: SFYC member **John Wimer**, COO of a medical device manufacturer in Scotts Valley, has purchased the J/120 **Galapagos**, which he renamed **Desdemona**. Wimer debuted his new boat at the Big Daddy, tying for first in Division A, but falling to second on the tiebreaker. Summer plans include hitting J/Fests in Seattle and San Diego, followed by some cruising next winter in Mexico. The bad news? Wimer sold his J/35 **Fast Lane**, the '02 local champion, back to Southern California. With the additional loss of **Jammin'**, the J/35 fleet is suddenly back in a rebuilding mode.

Road trip! Bruce Cleveland, a retired computer executive, and his wife Robin are currently passing through Mexico, en

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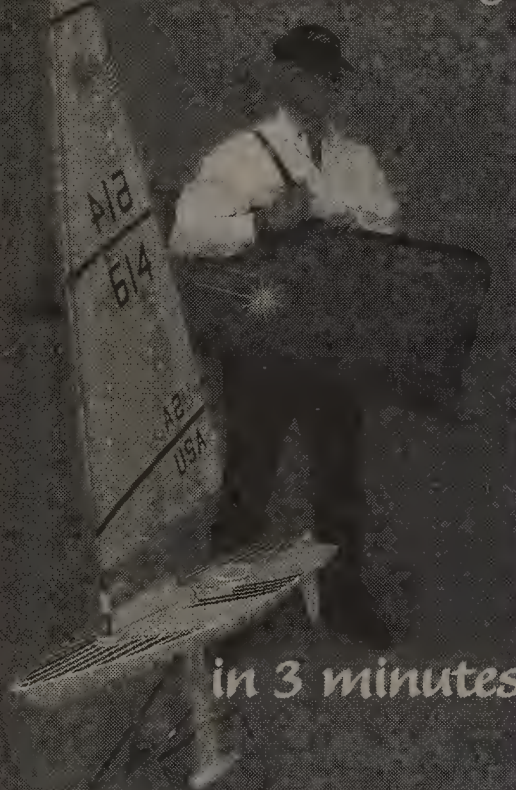
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THE RACING SHEET

route to Antigua Sailing Week with their two-year-old, Sausalito-based Swan 56 **Alianza**. Afterward, the Cleveland's will head north to New England to compete in the biennial Swan Cup in Newport, RI, in late July. Among the lucky crew will be Robert Flowerman, Chris Shining, Patrick Adams, and Commodore and Nancy Tompkins.

Congo line: With the recent cancellation of the Steinlager Line 7 Cup in Auckland, the first major match racing event after the America's Cup will be Long Beach YC's **Congressional Cup** on April 8-12. Oracle BMW helmsman **Peter Holmberg**, winner of four of the last five Congo Cups, is taking a well-earned break from racing after the America's Cup, leaving a wide-open field in the Catalina 37 racing. This year's contestants are Gavin Brady (*Prada*), Ken Read (*Team DC*), Magnus Holmberg (*Victory Challenge*), Luc

Congressional Cup Winners

Year	Yachtsman	Year	Yachtsman	Year	Yachtsman
1965	Gerry Driscoll	1977	Ted Turner	1990	Chris Dickson
1966	Gerry Driscoll	1978	Dick Deaver	1991	Chris Dickson
1967	Scott Allan	1979	Dennis Durgan	1992	Terry Hutchinson
1968	Skip Allan	1980	Dennis Durgan	1993	Rod Davis
1969	Henry Sprague III	1981	Rod Davis	1994	Chris Law
1970	Argyle Campbell	1982	Scott Perry	1995	Harold Cudmore
1971	Tom Pickard	1983	Dave Perry	1996	Gavin Brady
1972	Argyle Campbell	1984	Dave Perry	1997	Gavin Brady
1973	Dennis Conner	1985	Rod Davis	1998	Peter Holmberg
1974	Bill Ficker	1986	Harold Cudmore	1999	Peter Holmberg
1975	Dennis Conner	1987	Eddie Warden-Owen	2000	Dean Barker
1976	Dick Deaver	1988	Peter Gilmour	2001	Peter Holmberg
		1989	Rod Davis	2002	Peter Holmberg

Pillot (*Le Defi*), James Spithill (*OneWorld*), Paolo Cian (*Mascalzone Latino*), Danes Jesper Radich and Jes Gram-Hansen, Chris Law (UK), and local pro sailor **Scott Dickson**, who won the Ficker Cup to qualify for his seventh Congo Cup as skipper. The winner will take home \$6,000 of the \$20,000 purse. Follow the action at www.lbyc.org.

Random notes: To date, 58 yachts are signed up for the **DaimlerChrysler North Atlantic Challenge**, a one-time, 3,500-mile race from Newport, RI, to Hamburg, Germany, beginning in mid-

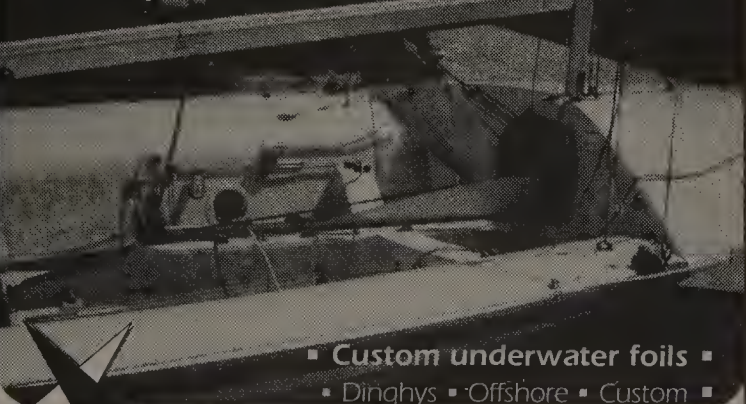
June. The mostly-European fleet ranges in size from 40 to 152 feet, and Bob McNeil's hot R/P 86 **Zephyrus V** looks like a good bet for line honors. See www.dnac.de for more. . . Sailmaker **John Amen** was the overall El Toro winner in Lake Merritt SC's recently-concluded Robinson Midwinters. Fred Paxton was third, Walt Andrews was third.

Farewell to a friend: **Neil Baker**, a talented and popular former Ullman Sails rep, died unexpectedly last month in Orange County at the too-young age of 40. The gregarious redhead sailed on many winning boats — including *Victoria*, *Yassou*, and *Chayah* — and, among other accomplishments, won the Cal 20 Nationals twice. The Cal 20 class will dedicate their '03 Nationals, to be held at Long Beach YC in August, to Baker's memory. Our condolences to Neil's family and friends. We, like many others, will miss him.

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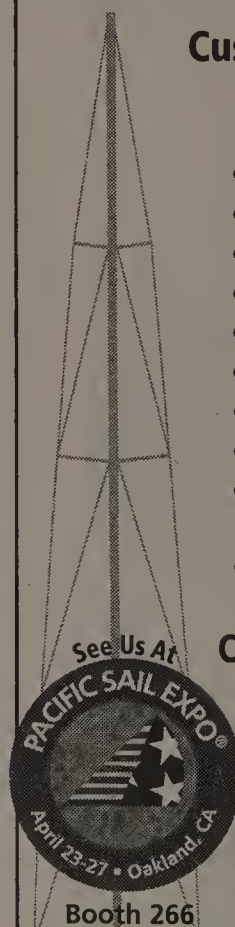
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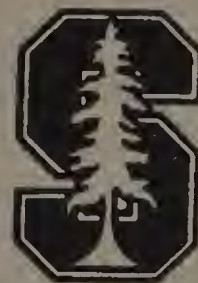
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With two special 'season-opener' reports this month on **The Bay Area's Bareboat Fleet and Local Crewed Charter yacht Options.**

Bareboating on the Bay: Consider the Possibilities

If there's one thing that distinguishes sailing from other sports, it's got to be the enormous amount of lingo you have to learn before you can even leave the dock. Lazarette, topping lift, forepeak, binnacle, windlass, lazy jacks, Cunningham. . . geez! No wonder neophytes get flustered. "And what the heck is a bareboat?" a newby might ask. "A boat that everybody sails naked on?"

Well. . . sometimes perhaps, but here in the Bay Area it's usually a bit too chilly for that kind of fun. Still, bareboating on the Bay — that is, the rental of fully-equipped, drive-it-yourself sailboats — is a relatively big business. As you can see by the listings below, there are at least 250 bareboats for hire between Santa Cruz and Pt. Richmond, ranging from spartan 22-ft daysailers to finely-appointed racer/cruisers of 40 feet or more, with full galleys and comfortable overnight accommodations.

So what do you care? You've got your own boat, right? Or at least a friend with a boat who often invites you along. Well, it may never have occurred to you, but there are plenty of reasons why you

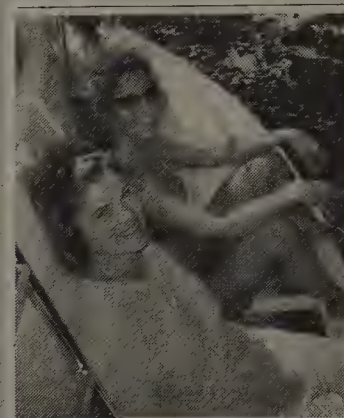
might be interested in checking out the inventory of the region's rental fleets.

Consider, for instance, that a group of friends is coming to visit from out of town, and you'd like to show them the wonders of the Bay while impressing them with your sailing skills. Great idea. But if your own boat (or your buddy's) is a bit lacking in creature comforts, sailing performance, cockpit space or overnight accommodations, there are plenty of late-model bareboats to fill the bill.

Most, but not all, rental agencies in the area are sailing schools — usually called sailing clubs. In most instances you don't have to be a club member to rent a boat, although you may pay slightly higher rates than members. You'll also have to show appropriate sailing experience and sometimes demonstrate your skills before leaving the dock. (The smart move is to get yourself pre-qualified in advance of your charter date.) Obviously, these same schools provide all levels of instructional if your skills are lacking, but that's another article. . .

You might also want to 'think bareboat' if you're considering upgrading your current steed to something more modern. If you're like most boat owners,

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you probably rarely sail on anyone else's boat, so how the heck are you supposed to make an informed decision on which boat to buy next. Chartering a variety of different makes and models is an ideal solution. Catalinas, Hunters, Beneteaus, you can test-drive all of them right here on the Bay. It's true, of course, that any boat broker will let you take a sea trial if

As the following list demonstrates, there are a wide variety of sail-it-yourself bareboats available for rent in the Bay Area. Compiled here are listings from the area's principal companies (listed alphabetically). We've attempted to be as up-to-date and comprehensive as possible, and we regret any errors or omissions.

Note: Not listed here are university and community sailing programs which offer the use of sailing dinghies and daysailers in conjunction with their instructional programs.

Atlantis Yacht Charters

Sausalito (415) 332-0800
www.yachtcharter.com

• 30' & UNDER •

Ericson 30
Hunter 331
Hunter 334

• 36' - 40' •

Columbia 36
Catalina 36
Beneteau 38

• OVER 40' •

Nordic 44

Cass' Marina

Sausalito (415) 332-8789
www.cassmarina.com

• 30' & UNDER •

Santana 22 (1)
Santana 22 Mark II (6)
J/24 (2)
C&C 25 (1)
Bristol Daysailer 27 (5)
C&C 29
Lancer 30
Cal 30
Ericson 30

• 31' - 35' •

C&C 35
Ericson 35

Club Nautique

Sausalito, Alameda, Coyote Pt.
(800) 343-SAIL

www.clubnautique.net

SA = Sausalito; AL = Alameda

CP = Coyote Point

• 30' & UNDER •

\$2 25' AL
Santana 25 (5) AL, SA, CP
Colgate 26 (4) AL, SA, CP
Hunter 29 (7) AL, SA, CP
Hunter 30 SA

• 31' - 35' •

Hunter 310 (6) AL, SA, CP
Hunter 320 (7) AL, SA, CP
Hunter 326 SA
Gib Sea 33 AL
Hunter 336 CP
Hunter 340 (2) AL, CP
Jeanneau 34 SA
Hunter 356 (5) AL, SA, CP

• 36' - 40' •

Jeanneau 362 (2) SA
Jeanneau 37 SA
Hunter 37 (3) AL, SA
Jeanneau 37 SA
Hunter 375 AL

Hunter 376 SA

Hunter 380 (3) AL, SA

Jeanneau 40 (2) AL, CP

Caliber 40 (2) SA, CP

• OVER 40' •

Hunter 410 (3) AL, SA

Gib Sea 43 AL

Jeanneau 52 AL

Lighthall Yacht Charters

Santa Cruz (831) 429-1970
www.lighthallcharters.com

• 30' & UNDER •

Catalina 30

• 31' - 35' •

Catalina 32

• 36' - 40' •

Catalina 36

• OVER 40' •

Catalina 42 (2)

Modern Sailing Academy

Sausalito (800) 995-1668
www.modernsailing.com

• 30' & UNDER •

Islander 30
Catalina 30

• 31' - 35' •

Beneteau 311
Pearson 32
Ericson 32
Beneteau 33
Seawind 1000 [33'] cat
Beneteau 35

• 36' - 40' •

Catalina 36
Beneteau 36
Beneteau 38
Island Packet 38
Beneteau 39 (2)

• OVER 40' •

Mason 43
Beneteau 43
Beneteau 44

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you seem seriously interested in an item within his inventory. But how much can your really learn is a two-hour trial? You'll undoubtedly glean a lot more if you spend a full day or a weekend aboard, sailing in a variety of conditions, using

all the systems and sleeping aboard.

Likewise, if you've been yearning to take a bareboat charter vacation in some tropical paradise overseas, but don't have much 'big boat' experience, chartering a succession of gradually larger boats will get you the experience you need, while exposing you to a wide range of design and rigging variations. It's prob-

ably fair to say that you can learn something new from every boat you sail on. We should mention also that there's at least one cat for rent here. Spend some time aboard her and you'll feel much more confident about chartering a multihull overseas.

If you don't yet own your own boat, then bareboating — and perhaps even joining a club — is definitely for you. At the risk of teeing off the enormous number of boatowners in our readership, we can't help but point out that folks who simply rent a boat when they get the urge to go sailing, have it made. Sure, they have to shell out a pile of cash each time, but when split between a few friends, it really doesn't amount to much. And when they're done sailing, they simply pull into the slip, toss the keys to the boat boy and get on with their lives.

They never have to spend a Sunday shoehorned into the lazarette so they can swap-out a fuel filter. Never have to spend their vacation in a boatyard covered with toxic blue bottom paint. Never have to make a midnight marina run on a stormy night to make sure the docklines aren't chafing. And they never have to hear a smirking mechanic say the words, "Sorry, your engine's toast. But I can put in a new one for 10,000 bucks."

There, you see. You're finally coming around to our way of thinking!

— latitude/aet

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• 30' & UNDER •

J/24 (22)
Ultimate 24 (3)
Olson 25 (4)

• 31' - 35' •

Beneteau 310 (3)
Catalina 320 (3)
Hallberg-Rassy 34 H

• 36' - 40' •

Catalina 36 (4)
J/105 [34'] (4)

• OVER 40' •

Sabre 402

Pacific Yachting/Sailing

Santa Cruz (800) 374-2626
www.pacificsail.com

• 30' & UNDER •

Santa Cruz 27 (2)
Catalina 27
Catalina 28
Catalina 30

• 31' - 35' •

Catalina 31
Catalina 32 (2)
Morgan 32
Catalina 34 (2)
Hunter 35
J/35

• 36' - 40' •

Beneteau 36.7
Catalina 36 (2)

• OVER 40' •

Beneteau 46.1

Tradewinds Sailing School & Club

Pt. Richmond (510) 232-7999
www.TradewindsSailing.com
Brickyard Cove / Richmond Marina Bay
(*boats also at Folsom Lake)

• 30' & UNDER

O'Day 22
Capri 22 (3)
Hunter 23 (4)
Newport 24
Catalina 25
Catalina 27
Ericson 27 (4)
Newport 28
O'Day 28
Hunter 28.5
Cal 29
Lancer 30
Catalina 30 (3)
Hunter 30

• 31' - 35' •

Dufour 31
Cal 31 (2)
Hunter 32

• 36' - 40' •

Islander 36
Hunter 36
Catalina 36

• OVER 40' •

C&C 40

Spinnaker Sailing of Redwood City

(650) 363-1390

www.spinnakersailing.com

• 30' & UNDER •

Santana 22 (7)
Cal 24 (2) *
Merit 25 (7)
Catalina 27

• 31' - 35' •

Bristol 31
Ericson 35
Hunter 31

• 36' - 40' •

N/A

• OVER 40' •

Catalina 42
Rob Holland 47

Spinnaker Sailing of San Francisco

(415) 543-7333

www.spinnaker-sailing.com

• 30' & UNDER •

Santana 22 (4)
Santa Cruz 27 (7)
Hunter 29.5

• 31' - 35' •

Catalina 310
Catalina 320 (3)
Catalina 34
J/105 [34']

• 36' - 40' •

Catalina 36
Beneteau 39
C&C 40

• OVER 40' •

Hunter Passage 42

Special Occasions Call for a Change of Pace: Crewed Charters on the Bay

Under normal circumstances you're probably content to eat your own cooking and sleep in your own bed, right? But when special occasions arise, it seems only natural to spring for a fancy dinner in your favorite restaurant or splurge on a posh hotel room.

We think you should apply the same logic to your sailing plans when special situations arise. There is a wonderful fleet of well-maintained crewed charter vessels available here in the Bay Area that can handle groups of up to 99 on a single vessel. When friends or family come to town in search of something fun, or when your boss challenges you to come up with the 'ultimate office party', don't panic. And don't try to cram them all onto your own boat, where you'll be expected to do all the sailing, plus schlepp drinks and fix hors d'oeuvres. Trust us. There's a better way.

Get everyone to pitch in a few bucks (or cozy up to your comptroller) and charter one of the beauties you see on these pages. Don't worry, you'll still get some time behind the wheel if you want, while your friends are being pampered by a professional crew. From simple, no frills daysails to elaborate fully-catered gourmet dining aboard, just about anything is doable. Boat types range from classic schooners to sleek, former racing yachts.

The Bay Area's fleet of fully-crewed charter vessels breaks down into two principal categories: 'Six Pack' boats, which are licensed to charter with only six passengers for hire, and 'Multi-Passenger Vessels' (technically called "inspected vessels"). In most cases they can legally carry up to 49 passengers.

In the following pages we've attempted to be as comprehensive and up-to-date as possible. We regret any errors or omissions, so please let us know if we've left anyone out!

The original 'Adventure Cat' (left) and her new sistership are berthed at Pier 39.



RENDEZVOUS CHARTERS

'Multi-Passenger' Vessels (7+) (In alphabetical order.)

Adventure Cat: A familiar sight on the Bay, this 55-ft catamaran was custom-built specifically for chartering here. Definitely one of the fastest local charter boats, she's been clocked at 20 knots with a full complement of passengers. Guests can choose to ride on the open-air trampoline, forward, or within the sheltered salon.

- Carries up to 48 passengers.
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for scheduled sails daily (individually ticketed), private group charters and special events.
- (415) 777-1630 or (800) 498-4228; website: www.adventurecat.com.

Adventure Cat II: Designed by cat connoisseur Kurt Hughes, *Adventure Cat II* was fresh out of the box this year. Like her older sister, she is fast and fun, yet is much larger and, consequently, can carry twice as many passengers. For really big groups, consider chartering both boats to sail together in tandem.

- Carries up to 99 passengers (comfortable with around 80).
- Berthed at Pier 39, Dock J, in San Francisco.
- Available for private group charters and special events. (No scheduled

Familiar sights on the Bay (clockwise from left): The big schooner 'Bay Lady'; the replica scow schooner 'Gas Light' and the sizzling multihull 'Adventure Cat'.

trips.)

- (415) 777-1630 or (800) 498-4228; website: www.adventurecat.com.

Bay Lady: At 90 feet in length, she is licensed to carry up to 80 passengers — the second-largest capacity of any sailing charter vessel in the region. Built of steel in New England specifically for the charter trade. Her design combines modern strength and safety features with an old-time sailplan — she carries great clouds of sail on her traditional gaff rig. *Bay Lady*, is the largest Coast Guard "certified" sailing vessel on the West Coast.

- Certified for 80 passengers (comfortable with about 65).
- Berthed at South Beach Harbor, San Francisco.
- Some scheduled sailings (individually ticketed), private group charters, off-shore charters (such as to Monterey) and special events including corporate and baseball parties.

- (415) 543-7333; website: www.rendezvous-charters.com.

Chardonnay II: If you've ever sailed in the waters off Santa Cruz, you've probably seen this sleek beauty gliding over the wavetops with a spirited load of revelers on deck. A modified Santa Cruz 70

OF CHARTERING



LATITUDE ARCHIVES



LATITUDE ARCHIVES

design, she was specially customized by Bill Lee for safe, easy-handling charters. Based at Santa Cruz Yacht Harbor, she is popular with both locals and Silicon Valley corporate clients.

- Carries up to 49 passengers.
- Berthed at Santa Cruz Harbor.
- Available for scheduled sailings (individually ticketed), private group charters, and special events including corporate.

• (831) 423-1213; website: www.chardonnay.com.

Gas Light: Built by master shipwright Billy Martinelli, this beautifully-crafted 50-ft schooner is reminiscent of the days when hay and produce were brought down Bay Area rivers to market aboard similar scows. Her main cabin is spacious and bright, while her broad decks make it easy to mingle during a party

The custom Santa Cruz 70 'Chardonnay II'.



cruise, and she heels only minimally.

- Carries up to 49 passengers (ideal with 25-35).
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters and special events including corporate.
- (415) 331-2769 or (415) 601-1957; website: www.gaslightcharters.com.

Glory Days: This classic Morgan Out Island 51 is owned and operated by Pam Powers, one of the few professional female skippers in the local charter trade. Before going out on her own a few years ago with the purchase of *Glory Days*, Pam skippered many of the Bay's biggest charter vessels.

When Morgan first began producing the Out Island line in the late '60s, they



The Morgan O.I. 51 'Glory Days'.

quickly became a hot cruising design — and charter companies loved them, especially the 51s, like *Glory Days*.

- Takes up to 30 (certified for 46 — probably the only O.I. 51 that is).
- Berthed at Pelican Harbor, Sausalito
- Available for scheduled sailings, private group charters, corporate sails and special events.

• (800) 849-9256 or (415) 336-0392; website: www.sailsfbay.com.

Hawaiian Chieftain: At 65 feet on deck and 103 overall, the *Chieftain's* design was inspired by 18th century warship. She carries an authentic traditional rig, with squaresails on her mainmast. Her high bulwarks and broad decks make even non-sailing grandmas feel comfortable aboard. Like an overgrown Disneyland ride, a sail on the *Chieftain* is often more than simply a ride across the Bay. One of her specialties is performing mock battles with visiting tall ships where her fully-costumed crew actually fires cannons. In fact, she usually



LATITUDE ARCHIVES

The tops 'I ketch 'Hawaiian Chieftain'.

goes south to 'do battle' in SoCal every winter.

- Carries up to 47 passengers.
- Berthed at Marina Plaza, Sausalito
- Available for private group charters, special events, square-rig sail training, youth education, and regularly scheduled sails (individually ticketed).

• (415) 331-3214 or (800) 401-7835; website: www.hawaiianchieftain.com.

Nehemiah: Among the things that make this classic wooden ketch unique in the Bay's charter fleet is the fact that she has circumnavigated — twice — under previous owners.

Her current use is also unique, however. Capt. Rod Phillips and his wife, Admiral Joni enjoy doing Bay charters for the general public, which finance their true passion: youth sail training, particularly for 'at-risk' youth. Solidly-built and traditionally-rigged, she is an ideal platform for both hands-on training, as well as pleasure sailing. A life-long mariner, Rod also captains S.F. Bay ferries.

The traditional ketch 'Nehemiah'.



ROD PHILLIPS

- Carries up to 33 passengers.
- Berthed at Richmond Marina Bay.
- Available for youth sail training, scheduled sails (individually ticketed) and private charters.
- (510) 234-5054; website: www.sailingacross.com.

Rendezvous: Few vessels cut a more familiar profile to longtime Bay sailors than this 78-ft (LOA) schooner. Built in



The steel sloop 'Ruby'.

her, he discovered that both he and she were well suited to the business. In addition to scheduled sailings, she does a variety of special charters — one of the most memorable was when The Playboy Channel brought a dozen bunnies aboard for an Opening Day photo shoot in the waters off Pac Bell Park.

- Carries up to 31 passengers.
- Berthed at The Ramp restaurant, foot of Mariposa St., San Francisco.
- Available for lunch and evening sailings daily (individually ticketed), private group charters, and special events including corporate functions and ash scatterings.
- (415) 861-2165; website: www.rubysailing.com.

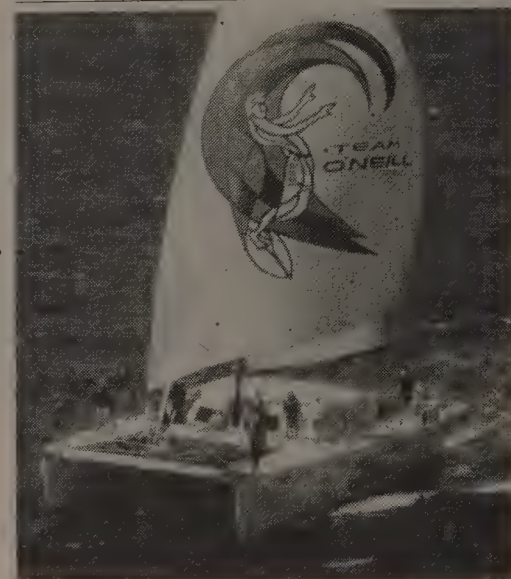
Sea Raven: This comfortable 65-ft catamaran specializes in elegant dining cruises under sail, accommodating up to 30 guests for 'sit-down' dinners in her customized salon. For this purpose, she is completely unique within the fleet, which, naturally, brings her plenty of corporate business.

- Carries up to 49 passengers.
- Berthed at South Beach Harbor, San Francisco.
- Available for private charters only: dinner cruises, private group charters, special events including corporate functions and baseball tailgate parties.
- (415) 543-7333; website: www.rendezvous-charters.com.

Team O'Neill: Based in Santa Cruz, this custom-built 65-ft cat is expansive, stable and fast — ideal for party charters or whale watching in the waters of Monterey Bay. Although Jack O'Neill is a longtime sailor (as well as a lifelong surfer), he initially became interested in the 65-ft Team O'Neill cat in connection with another of his passions — hot air ballooning. He rigged her with a tabernacle mast that hinged aft, and used the

massive 65 x 28-foot platform as a 'launch pad'. These days she does primarily custom charters (as opposed to scheduled sailings).

- Carries up to 49 passengers.
- Berthed at Santa Cruz Yacht Harbor.
- Available for private group charters, whale watching, and special events including corporate.
- (831) 479-5583; website: www.oneillyachts.com.



The 'Team O'Neill' cat sails out of Santa Cruz.

Yukon Jack: Although a remarkable amount of 'big boat' racing takes place on the Bay each year, only a minuscule portion of the sailing community ever gets to ride on those sleek, go-fast machines. But if you'd like to check out the adrenal thrill of blasting across the Bay on an ultralight, this proven Santa Cruz 50 is the boat for you. A former ocean racer, she actually holds the San Francisco to Tahiti record from her '95 crossing: 19 days, 4 hours and 51 minutes, if anyone's counting.

- Carries up to 25 passengers.
- Berthed at South Beach Harbor, San Francisco.
- Race charters (including offshore), private group charters, and special events including corporate.
- (415) 543-7333; website: www.rendezvous-charters.com.

Smaller Capacity Crewed Yachts (alphabetically)

Apparition: Sleek and speedy, Apparition was custom-built in Sausalito with small-group chartering in mind. Captain Stan Slitz loves to introduce guests to



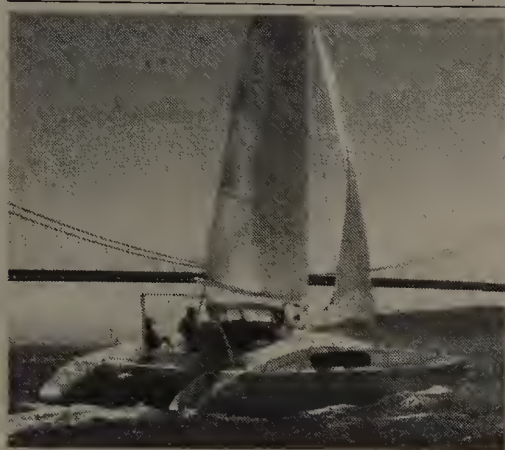
DIANE BEESTON

The schooner 'Rendezvous'.

the 1930s, she's shown the wonders of the Bay to thousands of tourists and locals during her long tenure in the charter trade. One of our favorite anecdotes about her is that she was used in the filming of the John Wayne classic *Wake of the Red Witch* — the only film we know of where 'The Duke' played a bad guy!

- Carries up to 49 passengers.
- Berthed at Pier 40, South Beach Harbor, San Francisco.
- Available for scheduled sailings five days a week (individually ticketed), private group charters, and special events including corporate.
- (415) 543-7333; website: www.rendezvous-charters.com.

Ruby: At 64 feet in length, this double-ended steel sloop has been a familiar site on the Bay for over two decades. She's become a landmark at her San Francisco Boat Works homeport, adjacent to The Ramp restaurant. Ruby is, in fact, the longest-established charter boat on the Bay, now in her 23rd year of service. Owner/skipper Josh Pryor designed and built her himself back in the '70s with thoughts of long-distance cruising, but once he started chartering



This 'Apparition' is a familiar sight.

the ease and comfort of multihull sailing by letting them take the helm. One of the few crewed charter yachts that does overnights, this 38-footer has two double cabins and a full galley. If you're planning to bareboat a cat soon, spending some time aboard *Apparition* would be good preparation.

- Carries up to six passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, special events, multihull sailing instruction, sunset sails (individually ticketed), and trips up the Delta or the Petaluma or Napa Rivers.
- Can be bareboated by special arrangement with up to 12 passengers.
- (415) 331-8730; website: www.apparition.com.

Argosy Venture: One of the largest and most unique yachts in Northern California, this 101-ft Nevins motorsailer does occasional charters on the Bay as well as annual expeditions beyond the Golden Gate. Built as a private luxury yacht in 1947, her gleaming brightwork and period styling make her an eye-catching sight when she roars across the Bay at 12 knots.

- Carries up to 12 passengers.
- Berthed at Brisbane Marina.
- Available for special custom charters locally (including corporate), family charters and expeditions, as well as film and dive charters.
- (650) 952-4168.

Carrera: At the other end of the spectrum is Gene Maly's well-kept Capo 30 racer/cruiser. Based at Monterey — where she is just about the only charter boat these days — *Carrera* balances her increasingly-busy schedule between intimate group daysails and instructional sails that feature plenty of one-on-one attention.

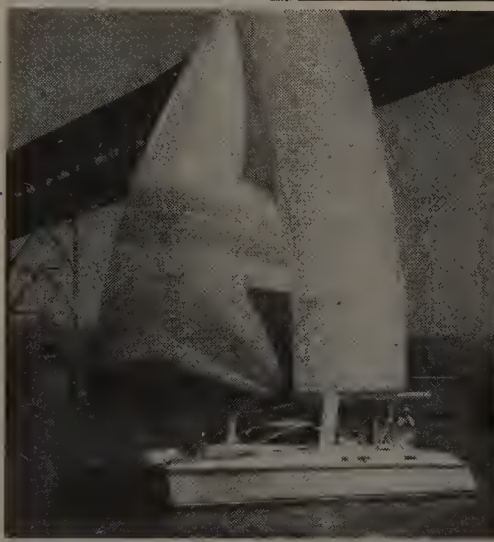
- Carries up to six passengers.
- Berthed at Fisherman's Wharf, in

Monterey.

• Available for scheduled daysails including whale watching and Marine Sanctuary tours, private charters, accredited instruction, and "teambuilding challenges" for corporations.

- (831) 375-0648.

Cat Ballou: This sweet-sailing Catana 42 catamaran arrived in the Bay only a few years ago. Her owners, Chuck and Ellie Longanecker, bought her out of a Caribbean charter fleet, then upgraded her substantially during an extensive refit. As well as doing custom charters on the Bay, she also voyages



'Cat Ballou' often flies a chute.

beyond the Golden Gate. In fact, last year she offered a series of 'adventure charters' to, from and within Mexico.

- Carries up to six passengers.
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters, corporate charters and special events.
- (888) 566-8894; website: www.sanfranciscosailing.com.

Incognito: This custom-built C&C 48 entered the Bay Area charter scene about a year ago. Her owner, longtime charter skipper Mark Sange, had been looking for a stiff, high-performance boat that was well balanced and responsive, and to hear him tell it, *Incognito* filled the bill perfectly. Having skippered big charter boats in the Med for a decade, Mark knows a thing or two about putting excitement back in his client's lives. "I like to introduce them to the therapeutic affect of bashing to windward in 20 knots of breeze with the lee rail buried."

- Carries up to six passengers.
- Berthed at Sausalito Yacht Harbor.

• Available for private performance sailing charters, corporate programs,



The C&C 48 'Incognito'.

family charters and instruction.

- (415) 868-2940; website: www.sailingsf.com.

Leibling: The latest addition to the Bay Area crewed charter fleet, this sleek Amel Super Maramu 53 has recently come under the wing of Executive Charters. As with their other vessel, *Tension Reliever*, her elegant 'gold-plater' appointments are appropriate to those high-end clients in search of a truly luxurious sailing yacht. In addition to Bay charters, she will be available by the cabin for sailing to, and around Mexico, beginning with her entry into October's Baja Ha-Ha Rally.

- Carries up to six passengers.
- Berthed at Alameda, with pick-ups at South Beach Harbor, Pier 38 and at Jack London Square.
- Focused on high end service and accommodations; available for whale watching, private day charters including corporate and offshore voyage legs.
- (916) 826-5653; website: www.sfguide.com/tours.htm

Magnum 44: This well-equipped Nordic 44 racer/cruiser is well suited to Bay sailing, as she was designed by Bob Perry to handle tough offshore conditions. Although not necessarily owner-skippered like others listed here, we include her as she is primarily used for custom charters. You might say she is the 'flagship' of Atlantis Yacht Charters in Sausalito, which also offers crewed charters on *Escapade*, a 1999 Beneteau 38 and *Cocomo*, a Catalina 38.

- All three carry up to six passengers (on skippered trips).
- Berthed at Schoonmaker Marina, Sausalito.
- Available for private group charters; can be bareboated.
- (415) 332-0800; website: www.

WORLD OF CHARTERING

yachtcharter.com.

Marie Céline: Since she's been owned for many years by the O'Neill family (of watersports equipment fame), this classic 45-ft gaff-rigged schooner has seen many miles of family cruising and day chartering. Built of local hardwoods in 1940, she was designed along the lines of American working schooners that hauled cargo and passengers up and down the American coasts.

- Carries up to six passengers.
- Berthed at Santa Cruz Harbor.
- Available for private day charters including corporate.
- (831) 476-5202; website: www.oneillyachts.com.

Nave Nave: Scott and Krista Lighthall of Santa Cruz, who are co-owners of Lighthall Yacht Charters, tell us they specialize in hands-on instruction as well as fun sails and low-key racing. The late-model Catalina 36, *Nave Nave*, is the queen of their growing fleet of Catalinas. Sort of a (free) sailing club as well as a charter firm, Lighthall Yacht Charters started a "Keep on Sailing" program where all are welcome to join scheduled

COURTESY EXECUTIVE CHARTERS



Owners of the Acapulco 43 'Tension Reliever' pride themselves on offering some of the classiest charters on the Bay.

daysails six days a week, for a small fee.

- Carries up to six passengers.
- Berthed at Santa Cruz Harbor.
- Available for private group charters, special events, including corporate, and sailing instruction.
- (831) 429-1970; website: www.lighthallcharters.com.

Tension Reliever: Last, but not least, is this sweet custom-built Acapulco 43. Stout, safe and seakindly, she cuts a fine line charging across the Bay. After retiring *Tension Reliever* with luxurious in-

terior amenities, owners Lisa and Garrett Caldwell decided that their niche in the charter trade would be the high-end, small-group market. Their charters include limo pick-ups, first-class service and fine cuisine catered by a San Francisco hotel.

- Carries up to six passengers.
- Does pick-ups at South Beach Harbor, Pier 38 and at Jack London Square.
- Available for private day charters including corporate, special events, skills assessment and scattering of ashes.
- (916) 826-5653; website: www.sfguide.com/tours.htm

Still not sure which boat is right for the special sailing party you have in mind? Don't be intimidated, call around and discuss the options. We'd be willing to bet you won't get a single high-pressure sales job, but rather, honest assessments of what each boat and crew could do for your group. Remember, these are sailors like you, not sleazy timeshare salesmen. Heck, there's a good chance you'll end up talking directly to the owners themselves.

— latitude/aet

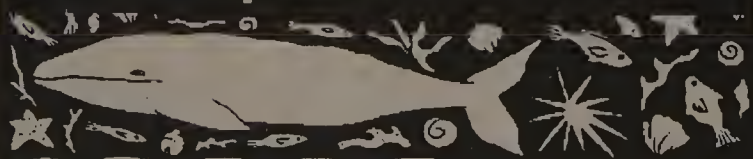
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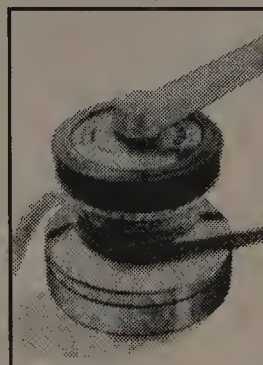


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CHANGES

With reports this month from **Jubilee** at the first marina in Nicaragua; **Force Five** on a big transition in the Caribbean; from **Saltaire** on life in American Samoa; from **Feet** on a triple-reefed delivery trip to Ventura; from **Darcy Whitney** on a wild catch in the Caribbean; from **Tropicbird** on going cruising once again in Malaysia; from **Topaz** on a new cruising guide to Tonga; and lots of **Cruise Notes**.

Jubilee — Catalina 36 Linda & Jude Wheeler The Forgotten Middle (Lakeland, FL)

We were honored to be the first boat to arrive and dock at Nicaragua's first and only marina, Puesta Del Sol. It's located inside the entrance of the Arredores River a few miles north of Corinto at 12°36'21", 87°21'54". We arrived here on January 24 with two other boats, Larry and Joanie's *Synergy*, and Dick and Vickie's *Chimere*.

As of March 1, the marina was almost complete and the official dedication was set for March 15. The marina will have all cruiser amenities, including docks with power and water, moorings, fuel and pumpout stations, a restaurant, showers, a laundry, and Internet access. Immigration and Port Captain officials are already on site to handle check in/out procedures. Clearing officials were friendly and it was inexpensive — just \$7 each for 90-day visas. Immigration officials were pleased when we said that we intended to stay for months, and said it would be *no problema* to extend our visas.

We have been warmly welcomed by the marina owners, Robert and Maria Laura Membreno, who are well known in the Mexico cruising community. Many Banderas Bay Regatta participants have raced with or against them on their Kelley-Peterson 46 *Puesta Del Sol*.

We had an easy 110-mile trip in 23 hours to here from Bahia Del Sol in El Salvador. The entrance here is a flashing white light, highly visible at night. As you approach it, the red/green flashing chan-

Linda and Jude aboard 'Jubilee' at Puesto Del Sol Marina, Nicaragua's first and only marina — which is the work of cruiser Robert Membrano.

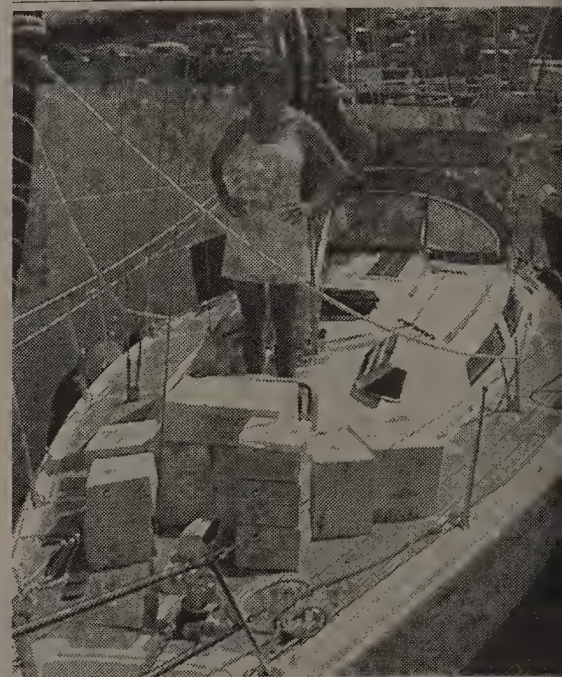
nel markers clearly guide you to a calm and easily followed entrance to the lagoon and marina. We stayed one to two miles offshore most of the way down from El Salvador, and went seven miles offshore for the last 20 miles as recommended by Robert to avoid rocks and a reef on the northern approach. Boats approaching from the south do not have to stay seven miles out.

There is daily bus service from the marina to Chinendega, the closest town, which is approximately 20 miles away. It has well-stocked *supermercados* and open air fruit and vegetable markets, as well as banks, Internet cafes, and frequent bus service to the 80-mile distant capital of Managua.

We feel so secure about leaving *Jubilee* here at Puesto del Sol Marina that we have decided to fly back to the States for a month. The roundtrip airfare from Managua to Miami is \$336.

To backtrack a little, we left Huatulco, Mexico, on December 17 — the day their new marina opened. Although it was very calm in the Gulf of Tehuantepec, we still followed the recommendation of never going more than a mile or two offshore. Upon reaching El Salvador four days later, we were assisted into the Rio Lempa — at 13°16'41" 88°52'80" — by other cruisers who guided us through breaking surf. We were warmly welcomed at Bahia Del Sol Hotel by the El Salvadoran Navy and Immigration Officials. They came to our boat and their first words were, "Welcome to our country!" They had big smiles and easy forms, so we were quickly checked in. We paid \$10 each for a 90-day visa. As is the case in Panama, the dollar is the official currency in El Salvador.

Bahia Del Sol welcomes cruisers, and we found it to be inexpensive. For example, a hamburger with really good fries was \$4.50. The hotel gives cruisers a 30% discount on all food, beverages, and laundry. They have a happy hour from 4-6 p.m. Monday through Friday. Buses run outside the hotel to San Salvador, the capital. It takes 90 minutes.



We left *Jubilee* anchored in front of Bahia Del Sol while we took two inland trips to Honduras and Guatemala. We've found all four Central American countries we've visited to be beautiful and home to very friendly people. We have been very impressed and are therefore so glad that we stopped to explore. We left Bahia Del Sol at high tide, and did not have to deal with breaking surf. It was a calm and easy exit.

We enjoyed our three years in Mexico, but are glad to be now in Central America. This is our fourth year of cruising, and we're taking it slowly, enjoying every place that we stop. Rushing is not a word in our schedule. We will stay in Nicaragua a few months, then head to Costa Rica in the fall.

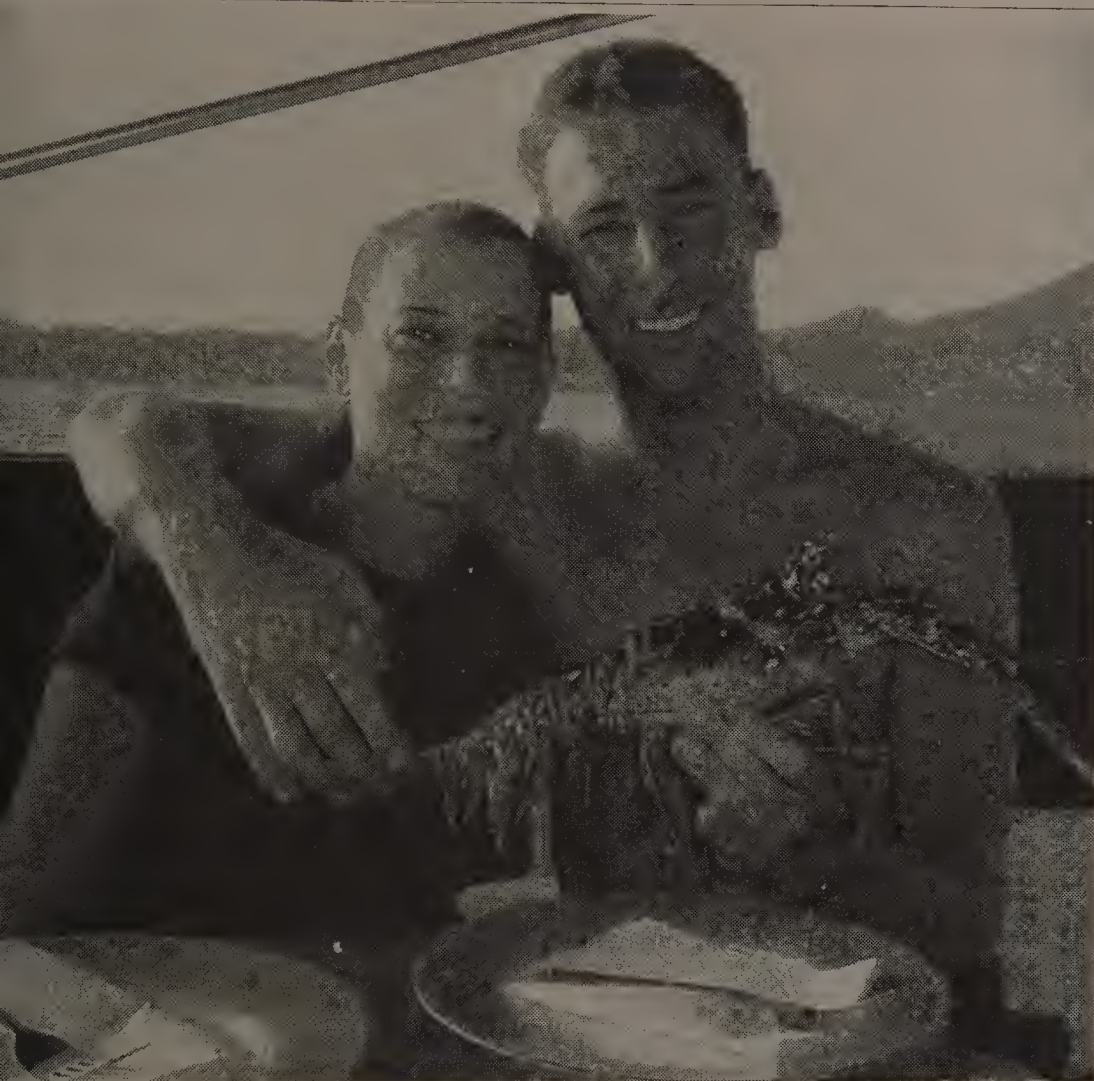
— linda & jude 3/10/03

Force Five — Holiday 34 Allison Mahan S.F. 'Marina Chick' Sets Sail (Islamorada, Florida)

My boyfriend Curt and I have been cruising here in the Caribbean since May of 2002. What a treat to have San Francisco — in the form of a recent *Latitude 38* — pay us a little visit here in the Caribbean. A neighbor in the anchorage here



IN LATITUDES



INSET LOWER LEFT, COURTESY JUBILEE; SPREAD, JOHN BANFIELD; INSET, CURT SOJKA

Spread; Allison and Curt on their excellent Caribbean Adventure. Inset top; It's wine, but it's not from Napa. Bottom left; Puesto Del Sol.

at Anegada saw our San Francisco hailing port and brought us the latest issue. Reading about the sailing scene in the City I love reminded me of how I got here and the crazy path we seem to be taking.

I am a San Francisco 'Marina Girl' turned 'Cruiser', and it came about in a rather reckless way. You see, I had never sailed before we bought our boat in Sint Maarten and set sail south for hurricane season. My transformation from Marina Girl to a Cruiser hasn't always been easy. Swapping my Kenneth Cole loafers and Kate Spade bag for flip-flops and a backpack was the beginning of a long initiation. Although I can now confidently say I'm a happy member of the 'cruising club', on Sunday mornings when I sit in our cockpit not far from yet another white sand beach fronted by gin clear waters — which longingly remind me of martinis — my heart aches for brunch at my favorite spot on Lombard Street with a *San Francisco Chronicle* in one hand and a decaf latte in the other.

Here's how the strange transformation came about. With true metropolitan city

dweller bravado, I fell dramatically in love with Curt Sojka on New Year's Eve 2002 up in Tahoe. It was with passion and both feet first. We mused about sailing off into the sunset, throwing convention and our cares to the wind. Somewhere along the line, the starry-eyed idea began being discussed seriously. Neither of us, we discovered, wanted to be 'those people' who talked about doing adventurous things, but then never did.

It sounded perfect — adventuring to exotic destinations in the Caribbean, sailing from port to port while our Bay Area pallor gave way to golden glows. Never mind that I had no idea how to sail, for I had been to plenty of parties at the St. Francis YC and had spent even more Saturday afternoons on the dock of Sam's in Tiburon. They had to count for something, right? Besides, I just loved the idea of trading in my all-black city wardrobe for a bright palette of Caribbean-style sailing attire. I'm jesting — at least a little.

Since I didn't have a clue how to sail or cruise, I invited sailing gurus Lin and Larry Pardey into my life. "I did well as an undergrad," I thought to myself, "so surely there are enough books out there to help me find my way through life on a sailboat." And the Pardeys seemed to have written just the books for my coursework:

Self-Sufficient Sailor, *Cost Conscious Cruiser*, *The Capable Cruiser*, and the like. It wasn't until later I realized that I'd read all the wrong books!

Thanks to my 'Pardey U.' education, I assumed that Curt and I would be cruising with other folks on 28-footers that didn't have engines, watermakers, refrigerators, or showers. Foregoing modern amenities such as proper showers is one thing if your cruising brethren are all in the same boat, but it's quite another when everyone else around us — mostly retirees — had 45-ft R.V.-like boats with all the conveniences of living on land. I felt as though I'd been had! I wanted to dinghy over to these other cruisers, shake my copy of *The Self-Sufficient Sailor* at them, and tell them they hadn't done their homework! Didn't they know they weren't cruising the way it was supposed to be done?

Adjusting to life onboard involved more than downsizing from a San Francisco studio apartment — who ever thought that would be possible? — to a Lavranos-designed 34-ft Holiday racer/cruiser. The world around the walls of our new home — or hull, as the case may be — was drastically different as well. There were no Whole Foods, Molly Stones, or Trader Joes at which to provision. And I have yet to find a single recipe for calabash or salt fish in my monthly edition of *Food & Wine Magazine*. We'd literally gone from the sophistication of Sonoma to the primitive life of St. Vincent. How was this Bay Area couple to get by without our wine country neighbors to fuel our sundowner cocktails? Something felt terribly awry.

After 10 months without a Starbucks or a shopping spree at Union Square, I

'Marina chicks' in San Francisco who want fresh raw fish go to a sushi bar. Marina-chicks-turned-sailors get to make their own in the Caribbean.



CURT SOJKA

CHANGES



CURT SOJKA

course for an island five days away, to notice.

Just because I've become a sailor doesn't mean that I can't still miss the home we call San Francisco, and it doesn't mean I can't long for just one brisk afternoon hike in Muir Woods or along the Marin Headlands. And it certainly doesn't mean that after everything we've seen and done, we don't wholeheartedly believe San Francisco is our favorite city in the world — all something wanna-be cruisers should remember as they revel in their most recent issue of *Latitude 38* while at their Bay Area base. But at least for this afternoon I'll continue to put together our plans for our next big adventure — Cuba.

For armchair cruisers who might be interested in following my cruiser initiation and Curt's endless capacity for patience, our travel log is located at www.forcefiveadventures.com.

— allison & curt 3/05/03

Saltaire — Cal 30 Bill Morris & Marilu Flores The Cruising Life In Samoa (San Pedro)

Our nine months of living aboard our 36-year-old Cal 30 *Saltaire* were finally coming to a close. I had spent eight of those months teaching English at Tafuna High School while my girlfriend Marilu had worked as an office manager for a small trucking company. Although we both had made a sincere attempt to adapt to Samoan culture, it had not been easy.

On the fun side, wearing a *lava lava* to work and attending impromptu after-school barbecues/drink-a-thons with my fellow teachers made me feel like a character in a Robert Louis Stevenson novel. But the lackadaisical attitude of the Samoan people — students, parents, faculty, administrators, and politicians alike — toward formal education would take many years for a *palagi* — or outsider — to understand. Marilu also had a difficult time adjusting to the casual, unstructured manner of business in the territory.

Nonetheless, our long stop in American Samoa had definitely paid off. We equipped the boat well enough to get us to Fiji, where we would eventually haul out. And we saved enough money to see us through another year of cruising.

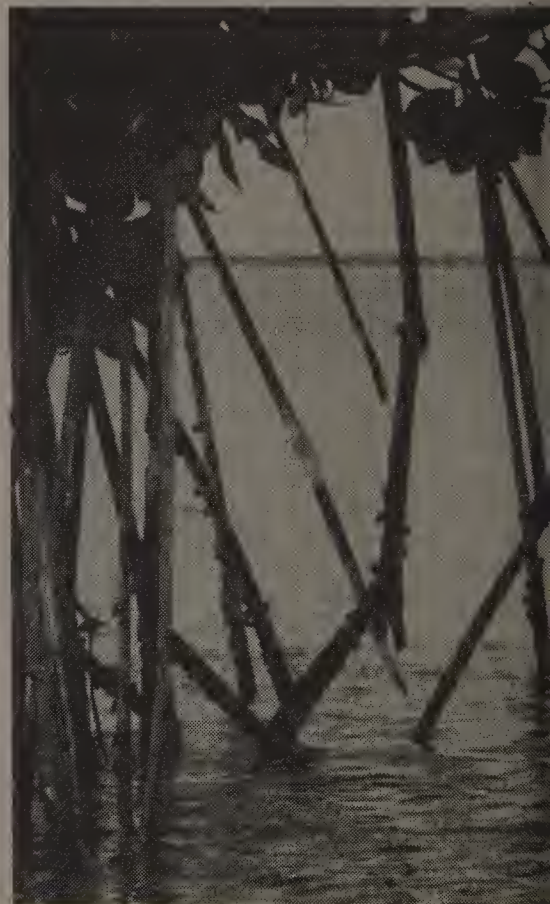
In late June, Marilu returned from a month-long visit to Southern California with a big box of goodies — including canned food, wine, cigars, Scotch, and rigging tape. We were ready to sail! A few days before our departure for Western Samoa, some Filipino friends threw a bash in our honor. On the way to the party we

bumped into recent French arrival Michel Codol, and took the liberty of inviting him along. Soon we all dined on a mountain of charbroiled swordfish and drank Tanduay rum well into the evening. And for the last time, Jess' nephew Jong royally kicked my ass in a game of chess.

After the hugs and tears at the end of the party, Michel, Marilu and I ambled our way past the taxi station and the historic but newly renovated Sadie Thompson's Hotel to Mercury Joe's Bar and Grill, formally the infamous Wong's Bar and Recreation Center. We wanted to continue celebrating. I practiced my now slurred French while our *bon ami* Michel laughed and shared his observations of American Samoa.

"So thees ees America!" he said. Slightly stung by his remark, I had to explain to him that I could just as easily walk through a seedy district of Papeete and call it France. Michel is an Anglo-European singlehander in the tradition of Chichester, Moitessier, and Tabarly. He's arrogant and tough, but also a visionary. Born in Marseilles in 1952, Michel started to work as an artisan soon after finishing elementary school. Today he is a master sheet metal worker who taught the craft in Tahiti for many years. He'd left France because he considered it *tres complique* with *beaucoup des problemes*. Boy, where have we heard that before?

SALTAIRE



A Caribbean dreamscape: a lovely woman tanning under the warm sun, a tradewind breeze across indigo seas, and Saba in the distance.

had an eye-opening experience. Having just arrived in the British Virgins after a 500-mile sail north from Venezuela — take that all you racers turned island-hopping cruisers with your 45-footers — we walked from North Sound of Virgin Gorda over the hill to Spanish Town to clear-in with Customs. Notice that we walked rather than took a taxi despite the fact that there was a big hill involved? Upon handing the immigration officer our paperwork, he read it over and passed it back through the slot in the glass window.

"Your occupation, please."

"We don't work."

"No, what do you do back home?"

"We don't have jobs."

"Yes, but what do you do?"

"Well, we sail around on our boat."

"Okay, so then you're a 'sailor'."

Me, a sailor? I had to laugh out loud! What would my girlfriends back home say to that? But upon reflection, I decided I must really be a sailor! Marina Girl turned sailor — who would have ever thought? Along our path from Sint Maarten to Trinidad, and from Trinidad to Venezuela, and from Venezuela back up to the Virgins, I somehow must have earned my 'cruiser wings'. Perhaps I was too busy hauling water jerry jugs, adventuring off to find a little market, or plotting our



Bill with a couple of the dear friends he made during 'Saltaire's nine months in fun but frustratingly lackadaisical American Samoa.

harbor police, and the tugboat crew.

"Ze'es ees French Territory!" hollered Michel, who understood little English and was not in the proper frame of mind to assess the situation. "Get off zee boat now!"

The all-too-patient harbor police acquiesced, permitting a hysterical Michel to pay out more rode and wait until morning before moving his vessel. Bewildered, exhausted, but cautiously relieved, Dan retired to his cabin. Michel passed out, and the authorities left the scene. Marilu and I, having been previously dropped off, did not hear word one of the mess until the following morning.

At about 0830, I called Dan's wife Marianne on VHF 68 to thank her for the two new pillows they had left for us early the previous evening. "Where were you guys?" she asked, a bit annoyed. "I tried all night to call you. We did an all-nighter fending off Michel's boat. The harbor police were here and everything, but you're the only one around here who can talk to him in French!"

Although we were not a party in any way to the affair, Michel's hanging out with us the night before, and my ability to speak a tad of French, somehow made me feel partially responsible. I told Marianne where we'd been the night before and how Michel and I had gotten so drunk that we could barely walk. But I emphasized, "Yes, Michel is our friend, and yes, I speak some French, but I do not speak for Michel, nor do I condone any aberrant behavior that he may have displayed."

A short while later, five harbor police officers boarded and thoroughly searched Michel's vessel, checked his papers, and left. Because we were already two days past our checkout date, I decided not to row over to see Michel until after the authorities were well out of sight. When I later rowed over to *Quand* and listened to Michel's account of what happened, it was virtually the same as Marianne's. Same account, different perspective.

With *Quand* still swinging precariously

Had we been only half as drunk, perhaps we would have noticed the two worried port officials standing on the dock and watching a near disaster unfold across the harbor. The harbor captain asked Marilu if she had seen the captain of some boat, the name of which he could not pronounce. "No," she responded, tired and perplexed. We oozed down the dilapidated concrete dock steps and slumped into our dinghies. Since I didn't have the energy to row, Michel towed us through the heavy chop with his 10-ft outboard powered skiff.

"La bonne vie!" I shouted.

"Oui, la bonne heure!" Michel sounded off with gusto.

Ah, yes, zee good life.

Only 150 yards away, on the north side of the harbor, Dan, on 50-foot *Windwalker II*, was finishing his third hour of fending off Michel's 25-ton black behemoth as it bounced against Dan's boat. Acting quickly to prevent serious damage to either vessel, Dan was able to slip some big fenders between the two hulls, preventing anything more serious than a few scuffs. Bystanders on the road looked on as a huge tugboat maneuvered to take *Quand* in tow to the main commercial dock in Fagatogo. *Tres intoxique*, Michel returned to his vessel in horror and disbelief, and began screaming at Dan, the

Michel has done two circumnavigations, mostly singlehanded, on boats just over 30 feet. Then, drawing from his sheet metal experience, he spent two years building and outfitting his 53-foot steel ketch *Quand On n'a Que l'Amour*—which means 'where there is only love'. His intention is to circumnavigate the Pacific Rim, visiting Vanuatu, the Solomons, the Philippines, Japan, Russia's Kamchatka Peninsula, the Aleutians, and North and Central America. In very broken French I said that I would be hesitant to do a complete orbit of the Pacific under sail. He slammed his beer mug on the table and admonished me — "Non, Billy! C'est necessaire pour l'esprit!"

After we closed down Mercury Joe's, Marilu guided us back to the Customs Dock, where we paused to contemplate the woefully rough dinghy trip ahead of us. When Michel had come ashore that afternoon, he had left his vessel anchored with 60 meters of chain, 100 meters of nylon rode, and a large plow anchor sunk securely in the sticky Pago Pago mud. Or so he thought. What he did not know was that a steel tube chair and 20 feet of nylon cord had wrapped themselves around his anchor, allowing his ketch to drag when the wind kicked up to 35 knots.

Marilu Flores, taking a break from her job as an office manager for a trucking company, enjoys playing in the warm waters of American Samoa.



CHANGES

among 52-foot *Windwalker II*, the 24-foot *Mowana*, and the 30-foot *Desperado*, Michel and I agreed that first on the list of priorities was to fix a pot of coffee and roll a couple of cigarettes. We calmly discussed the previous evening's events, from the superb swordfish to the continuation of festivities at Mercury Joe's, to the melee between Michel and the Samoan authorities. Ready for battle, we gulped the last of our coffee, snuffed our cigarettes, and sprang to the deck.

Michel started the engine and took the wheel while I started hauling up the nylon rode, first by hand, then by manual windlass. 'Crazy Cal' from *Desperado* leaped up on deck to help me recover the anchor. With the extra rode Michel had paid out the night before, Cal and I figured we had hauled up at least 700 feet of anchor line by the time the fouled anchor broke the water's surface. It was a great workout — especially since it was still blowing 18-20 knots. After we had reset the hook in deeper water away from the other boats, Michel dinghied over to *Windwalker II* and apologized to Dan and Marianne, bringing the episode to an end. Fortunately, there was no damage to either vessel. The same could not be said for egos.

On the morning of our departure two days later, we broke the fast with a delightful bowl of canned menudo, fresh tortillas that Marilu brought back on the plane from L.A., and freshly brewed coffee. Michel joined us for the little repast before we cranked on the engine, slipped our mooring lines, and headed out. Friends on other boats poked their heads out of hatches and smiled as we passed, and Jong stood on the Customs Dock, waving as we aimed for the buoy marker off the Rainmaker Hotel and finally the open sea.

Five months later, one day after we arrived in Noumea, New Caledonia, we had the unexpected pleasure of running into our friend Michel. He supposedly had been more northerly bound, but had found a good paying job in Noumea and

Big, bulky and proud like the Samoan people themselves, Pola Island is part of the National Park of American Samoa.

decided to hang around for a while. The following evening he joined us for a spaghetti dinner on *Saltaire*, and we caught up with each other's adventures from the intervening months. Since we had left only a couple of days after the incident between *Quand* and *Windwalker II*, we were just finding out about the \$800 tugboat bill that Michel was forced to pay before leaving Pago Pago Harbor. Ouch! As many cruising sailors eventually find out, getting a boat towed doesn't come cheap. We finally said *au revoir* to our unusual French friend and New Caledonia as we set off on the last leg of our Pacific crossing to Australia.

— bill & marilu 06/01/03

Feet — Hughes 39 Catamaran Bill Andersen S.F. To New Home In Ventura (Ventura)

I did the trip from San Francisco to my homebuilt catamaran's new home in Ventura, a distance of 300 odd miles in just under 50 hours. That doesn't seem very fast, but I did the first 100 miles with just the jib and triple-reefed main, and the last 200 miles with just a triple-reefed main.

Three crew and I motored out the Gate in early March due to light wind. By the time we cleared the South Bar, it was blowing 20 to 25 knots and the sea was lumpy. Since it would be hard to reef the main while sailing downwind, I played it conservative and went with just the jib and a triple-reefed main.

The forecast called for 10 to 20 knots, so we expected things to lighten up. Our plan was to stay two to five miles offshore and enjoy the ride. The wind was consistent and stronger than forecast, so we continued on through the day averaging seven to eight knots while sailing with the triple-reefed main and jib set wing on wing. We didn't stand watches during the day, but at night we did four on, four on standby, and four off.

As I came on for the 0200-0600 watch, we were almost abeam of Pt. Sur. My new-to-me TillerMaster amazed me with its ability to steer the boat while sailing downwind, and it would end up driving 90% of the trip. During this time we had one surf in the darkness up to 17 knots, but we didn't feel as though we were overpressed.

The forecast for south of Sur was for 15 to 30 knots. Before long, we ran over a big patch of kelp that wrapped around the port daggerboard and trailed all the way back to the rudder. Talk about put-

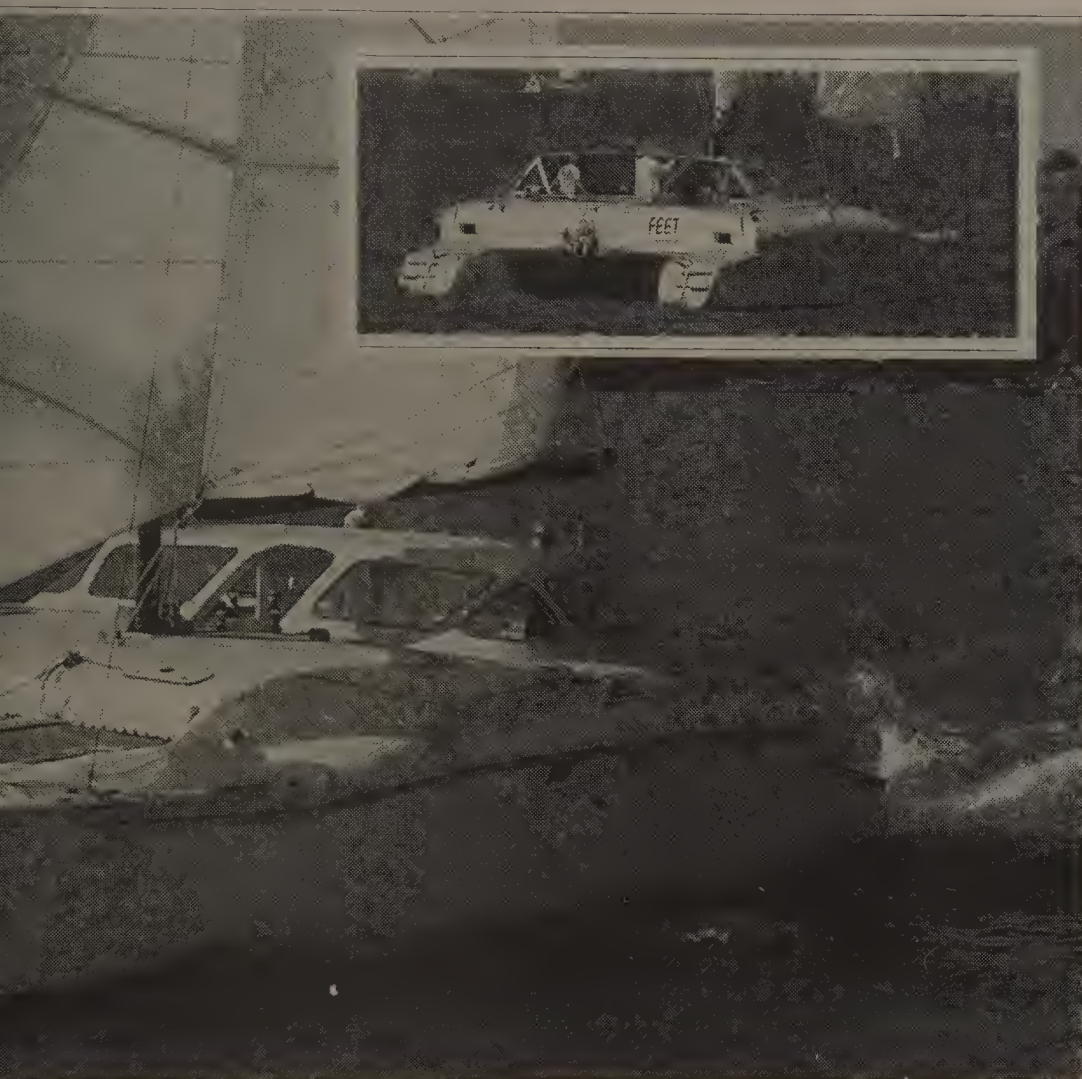


ting on the brakes! It was still blowing over 20 and the seas were steep and close together, so turning upwind and drifting backward to try to shake the kelp off wasn't a very attractive option. Because of the kelp, the boatspeed was down to six knots and I wasn't sure we could even come around into the wind. We let the jib out to help balance the drag from the kelp and let the TillerMaster drive while we went over our options.

One possibility was to head into the anchorage at San Simeon until the weather blew over and where we could remove the kelp in comfort. Another was to try to get the kelp off while sailing. But Mark Axen, having harnessed up and climbed out onto the transom, was able to grab big clumps of kelp and haul them up to deck level where I was able to cut the ends of them off. This freed up the steering a little, and we stopped to talk over the next step.

Meanwhile, a big wave came along while there was still lots of kelp wrapped around the daggerboard, and we did about 10+ knots. Suddenly, the kelp came off the daggerboard and *Feet* instantly accelerated to what seemed like warp speed. Even worse, the autopilot had us pointed





LATITUDE/RICHARD



Two views of Bill Andersen's very light and fast 'Feet' during one of her initial sails on San Francisco Bay. Andersen built the boat himself.

to the bottom of a big trough. Scrambling, we managed to disengage the autopilot and steer across the face of the wave to keep the bows from digging into the wave in front. We then sheeted the jib to the centerline and dropped it on the net to reduce sail. Back to just the triple-reefed main, it was a more practical rig that resulted in less stressful speeds. After we caught our collective breath, we checked the instruments — 21.8 had been our top speed.

We ran the rest of the day under triple-reefed main alone, and still averaged seven knots. So we decided to carry on past San Simeon. By noon it was clear that we'd be reaching Point Conception by early evening, so we thought it was a good time to try my tire drag device. We deployed it by dropping it off the back of the cat with a few coils of line and secured it to the winch, which we used to feed it out. We positioned the tire a couple of waves back and worked great — in fact, it saved my ass. We would still do eight to 12 knots down the front of waves, but then the drag line to the tire would tighten

and pull us back off the face of the wave. On the back of the wave we'd slow down to two to five knots. The TillerMaster continued to steer just fine.

We rounded Conception just before midnight in eight foot seas at eight foot intervals with about 30 knots of wind. About an hour later, the wind and seas began to drop as they usually do past Conception. We finally shook out the reefs and rolled out the screecher. Then the wind died completely, followed by wind on the nose. We tacked into it awhile, had a pod of about 200 dolphins come by to say hello, and also saw some whales. When it looked like our ETA would be pushed back until the next day, we started the outboard and motored the rest of the way to Ventura.

After covering 310 miles in 50 hours under greatly reduced sail, we tied up for much appreciated hot showers and dinner out. After a good night's sleep, we went out sailing again the next day.

— bill 3/5/03

Readers — There is great variety even among cruising catamarans. At one extreme you have the typical heavy French charter cats in the Car-

ibbean, most of which sail only marginally faster — if that — then similar-sized monohulls. Bill's Feet — excuse the play on words — being very light for her length and sail area, is at the other end of the spectrum. We took the accompanying photograph the second day he took his new boat sailing, and from the way she accelerated with even a moderate puff of wind on the Bay, we knew she was the kind of cat that would need to be constantly throttled back when sailing in big winds and seas. When you have a cat that will do nearly 22 knots with greatly reduced sail while sailing deep in not particularly strong winds, you know you've got a boat that has the potential to get out of control. We know you're going to have a lot of fun, Bill, but please be careful out there! By the way, we hope you join us at the starting line of the Santa Barbara to King Harbor Race the first weekend in August.

N/A — Moorings 48 Cat

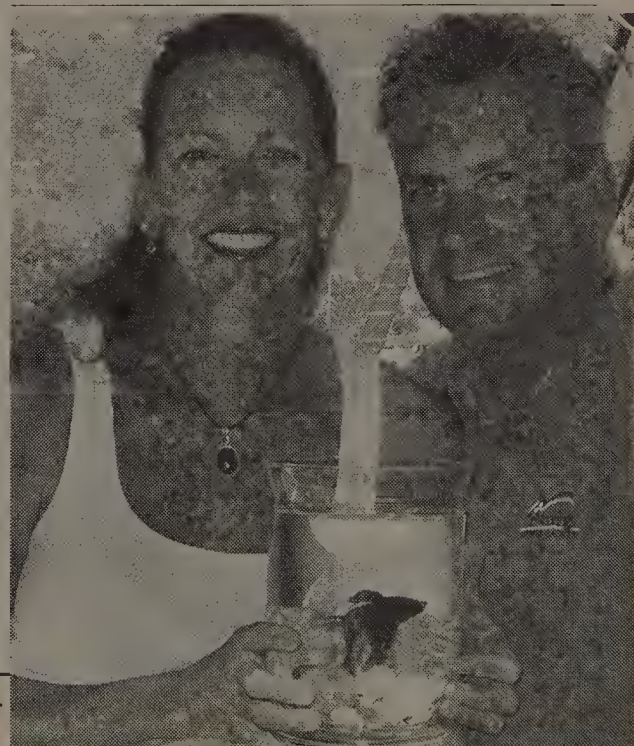
Darcy Whitney

Fish Broth

(Lake Tahoe / British Virgins)

It was a beautiful Sunday morning off Buck Island, St. Croix, in the U.S. Virgins, when Peter and I decided to set off on the six-hour sail back to Tortola in the British Virgins. In preparation for the tradewind beam seas we would encounter, I put the designer fish bowl — home of Killer, my beloved bata fish — into the galley sink. I surrounded the bowl with a bath towel to cushion it in case we slammed against some seas. Then, after weighing anchor, I got out *The Sweet Potato Queen's Book of Love* by Jill Conner

Darcy and Peter Whitney, who run one of The Moorings' charter boats, hold 'Killer', their beloved bata fish. A tuna nearly killed Killer.



CHANGES



If you do have to battle an uncooperative fish that isn't content to have his alcohol and die — the Virgins are a good place to do it.

Browne and settled in for a good read. By the way girls, you must read Browne's book, as it's my new favorite.

We run a crewed charter catamaran for The Moorings, so during the crossing we hoped to catch a fish to serve to our upcoming charter guests. As soon as we hit what we call 'bluewater', Peter let out the fishing line. It was a beautiful day with about 15 knots of wind and just a few rain squalls, and we were sailing about seven to eight knots. Before a fish hit our bright pink and purple lure. Peter hopped over the cockpit to grab the line while I ran down below to grab a bottle of alcohol and a garbage bag. The alcohol wasn't for me, but to pour into the fish's gills, to almost immediately send him to la-la land.

After bringing in 150 feet of line from the blue Caribbean, we could see that we'd caught a good sized tuna. After bringing the fish close to the boat and giving him his shot of alcohol, we jammed him into the garbage bag. Bundle in hand, I hurried inside to prepare the fish for storage in the refrigerator. I temporarily put the fish, still tightly secured in the garbage bag, on the galley counter in order to reach for a second garbage bag. Fish need to be double-bagged or they give off a fish stink that permeates everything.

It was when I grabbed for the second bag that all hell broke loose, for all of a sudden the tuna spasmed so much he broke through the side of the bag! I guess he could hold his liquor better than I thought. I swore a couple of times and screamed for Peter. The fish continued to bounce and flap on the counter with surprising force. Try as I might, I was unable to hold him down. He then flopped down the counter, onto the dish drying rack, and then into the double sink. By this time there were bits of fish blood and goo ev-

erywhere, and after his tail hit the faucet handle, water started spraying all over the salon sole. Despite having been out of the water for some time, the not-quite-drunk-enough tuna kept going ballistic.

I shouted for Peter again in horror as the fish jumped from one part of the sink into the other where I had Killer in his fish bowl! I thought the stupid tuna

was going to eat my pet. Oh my God, I didn't know what to do. Finally, I hit the fish so hard that he landed on the other counter, and then continued over to the top of the stove. "How convenient," I thought to myself, "now all I have to do is light the stove."

Just then Peter, finally having decided to look into the cause of all the yelling, stuck his head through the cockpit door. And you know what he did, girls? He just laughed at me! I told him to come in and hold the stupid ass fish down. Still laughing, he grabbed the fish while he surveyed the blood and guts all over the galley, ceiling, floors, and even in our cabin. My husband's eyes were bright with laughter and he had a big smirk on his face. I'd have liked to just . . . well, you know.

I spent the next 20 minutes cleaning fish bits and smells from the galley while we continued on our way. If you're trying to help someone get seasick, having him/her pick up fish blood and guts while you bounce across the ocean is a good way to do it. But all's well that ends well, as I made fish stock out of the stupid ass fish, and it was delicious. Love to everyone from the British Virgin Islands, home of the Original Stupid Ass Fish Stock.

— darcy 3/17/03

Tropicbird — Wilderness 40
Leslie King
Langkawi, Malaysia
(Santa Fe, New Mexico)

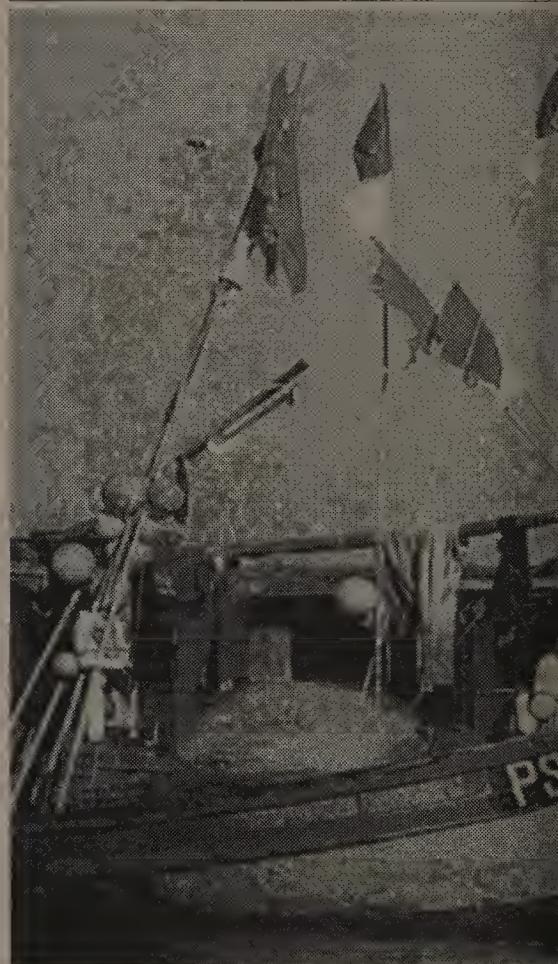
After a land visit to Penang, Malaysia, on my way to my boat, I took a ferry to Langkawi Island, caught a taxi from the dock over to Langasuka, where the hotel's boat shuttled me out to Rebak Marina, which is on another island. Having left *Tropicbird* on the hard for a year, I was pleased to see that she was still in decent shape. It's true that some wasps and mozzies had set up housekeeping, but I wouldn't have been surprised if some

monkeys hadn't taken up residence. Fortunately, the hotel had started trapping the more inquisitive and aggressive monkeys the year before and shipping them off to one of the many unpopulated islands in the archipelago.

In the course of cleaning the boat and putting her back together, it was obvious that the tropic sun had caused a lot of wear and damage. The worst was to the solar panel, as the plastic covering the silicon cells failed, ruining the panel. Thus the batteries were dead. I really can't complain about the solar panel, which has been on the boat since '95, or the batteries, which date from early '97.

Between the many trips up the boatyard ladder to *Tropicbird* and then down again, I enjoyed some refreshing swims in the pool. I also met the crowd of yachties who were keeping their boats in the marina. Now that I'm back at this wonderful place, I wonder why I ever leave. It's warm, the scenery is wonderful, the cost of living is low, and the standards are high. The only negatives are that this marina is a little isolated and that the hotel food is a little boring compared to what you get in Penang. To get an idea of how lovely it is here, readers should visit www.rebakmarina.com.

When I say it was warm at Rebak Ma-



rina, it's not overly so. It got to the high '80s, which meant it was pretty hot in the sun, but fine in the shade. The pool is so warm that when I got out of the water after an evening swim, the air seemed cold by comparison.

After spending a week cleaning the boat, putting everything back together, and freeing up stuff that had seized, I kept finding more things that 25 months of disuse had not been good for. Initially, the most scary thing was that the motor wouldn't start once *Tropicbird* was put back in the water. Peter, the 'engine guy' among the yachties, figured out why the engine would turn over but not catch. The switch that controls the relay for the glow plugs had become so corroded that it was a 'no glow' situation. Further, all the fuel had drained out of the system and back into the tank. The fixes were simple — emery paper and lots of WD-40. The diagnosis was worth Peter's rate of 60 RM an hour — which comes out to about \$15.50 U.S. It would have been more if I had watched, and heaps more if I'd tried to fix it first. The sun also split the stitching on my awning — an item that's a necessity in this part of the world. Ben, the

Spread: Typical Malaysian fishing boats and their nets — which are rarely illuminated at night. **Inset:** *Tropicbird* ripping across the ocean.

local canvas guy, zig-zag stitched a webbing patch over the split for \$15 U.S.

I also got some help getting the boat back in top shape from Kirstie, a young Aussie girl with a backpack, spiky bleached hair, and bits of metal here and there. Other than the really little kids, she's the youngest person among the yachtie types at Rebak. She was pleasant enough, and in return for a berth, food, Tiger beers, and regular dips in resort pools, she was quite willing to organize, scrub, and go at things with metal polish. And did the stuff need polishing! She spent most of one day working on the stove, and several hours another day on the sink. Then there were all the deck fittings, shackles, and stanchions.

Meanwhile, I spent a couple of hours with WD-40 just to get the clamps that hold the outboard to the dinghy transom to loosen up. Then there was another couple of hours freeing the head, which had frozen. I soaked it in vinegar first, followed by fresh water and salad oil. I also had to replace the regulator for the propane system, but wasn't able to find a safety solenoid, which had frozen, too. In the interim, we did without.

The metal rings on my bosun's chair had rusted away, so we borrowed one from Michelle, the skipper of *Simpatico*.



Langkawi is a growing yachting center. Bruno Peyron just stopped by to check it out as a stop in the maxi multihull around the world race.

Michelle made the first trip up to the masthead to take off the cover I'd put up there. A couple of days later Kirstie got the spreader tips taped and the Windex back atop the mast. With that, we were a sailboat again.

I've had *Tropicbird* out three times now. First, for a few hours motorboat ride after Peter got the motor started. Then, for a gentle sail reaching back and forth between the west end of Rebak Island and the far western tip of Langkawi Island — where we could see the cable cars that go to the top of the peak, and also a bunch of little red-roofed bungalows on stilts out over the water, all of which are part of some resort complex. And yesterday, we sailed all the way up Kuah Harbor (also known as Bass Harbor) to Kuah Town and the Royal Langkawi YC.

The sailing is great here. It blew 10-15 knots all afternoon during our sail up the harbor. On the way, there were steep limestone cliffs with forested peaks off to the sides, and lots of little islands sticking up out of the water. With the exception of a couple of marked rocks and shallow spots, the harbor has good depth. The wind — which flows over and between the mountains and islands — has fluctuations in direction and velocity, making the sailing challenging and fun. During the day, the colorful little Malaysian fishing boats — with their long nets out, marked at the ends by a pair of matching flags — are just another mark of the course. It's too pretty to sail around here at night . . . and have to worry about the unlit nets.

We pulled into the Royal Langkawi YC an hour before sunset. I hadn't been back since 2001, and found that it had really grown. For example, a breakwater has been added to accommodate 150 new slips. It's a pretty nice facility, with a pool — too small for laps — overlooking the



PHOTOS COURTESY TROPICBIRD



CHANGES



COURTESY TROPICBIRD

Leslie King holds an umbrella. It might be to protect him from the Malaysia sun, it might be to protect him from the Malaysian rain.

water, and an open air bar and grill at the water's edge. It's pretty, but potentially mozzie country at sunset.

Despite the new breakwater, there is unfortunately surge at the docks. The yacht club is only a few hundred meters from the main ferry dock in Kuah, and there is a lot of ferry and other boat traffic all day and throughout the night. It's nowhere near as bad as the Republic of Singapore YC, but it's pretty much constant motion. Yet one can adapt. You leave the wine bottle standing in the sink, not on the counter. And rather than cooking onboard, you dine out. You know, real hardship adaptations.

The yacht club is right off one end of Kuah Town, which is a pleasant change from the isolation of Rebak. It's an easy walk from the club to a big park with lots of street food vendors, and to Langkawi Fair, a cruise ship mall with all that that entails. An easy walk or \$1 U.S. taxi ride further along is the commercial center, with banks, shops, laundries, hardware stores, travel agents, and so forth. I sent this report from a kid's gaming and internet place in the commercial center.

By the way, Sunsail has a charter base here. Visit www.sunsail.com to check out the possibilities.

— leslie 2/10/03

Topaz — C&C 38
Ken Hellewell
Tonga Cruising Guide
(Seattle)

My late 2001 cruising season in Tonga was the perfect tonic for the post 9/11 blues that took the fun out of what had, up until then been, a perfect Coconut Milk Run across the Pacific. My memories of Samoa will always be colored by the day I

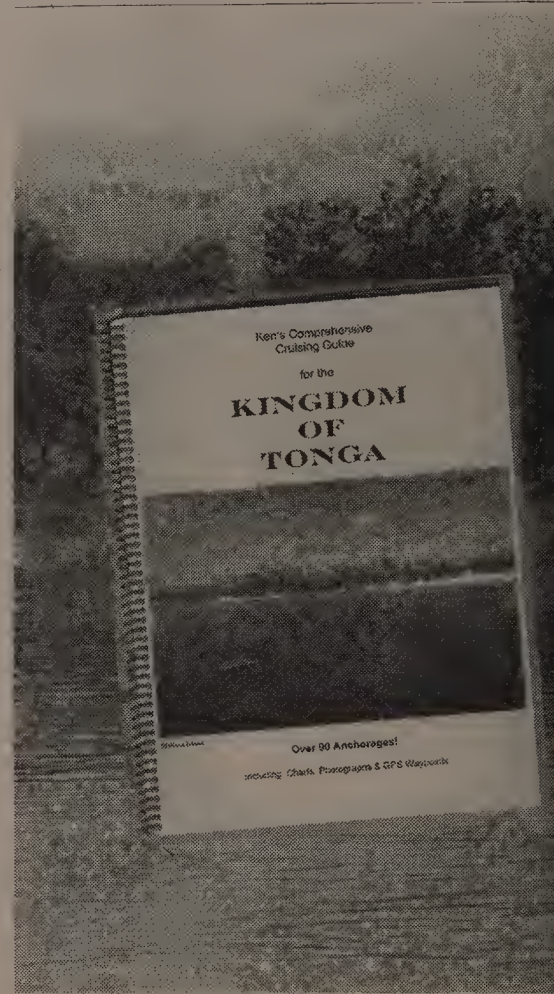
spent in front of the big screen television at the Pago Pago YC following the tragic events on the East Coast of the United States. After a short stop in Apia, Samoa, I continued to Niuaupoutapu, Tonga. I cannot imagine a better place to begin my return to normalcy.

Niuaupoutapu is where my cruising fantasies came true. It's mostly untouched by Western influences and those of the southern groups of Tonga — Vava'u, Ha'apai, and Tongatapu. 'Niua' is visually dramatic, as the volcano cone of Tafahi looms five miles in the distance, and making an imaginary trip back in time is as easy as opening one's eyes. The locals and their traditional lifestyle support the mental time travel, as the residents of Niua and Tafahi fill their lives with fishing, weaving, and tending to their plantations. They are an incredibly friendly people, and the infrequent arrival of a cruising boat always creates a stir.

Until I travelled 160 miles south to Neiafu — which is Tonga's 'cruiser central' — in the Vava'u Group, I would never have imagined Tonga was host to a place so vastly different from Niua. Neiafu is home to bases for The Moorings and Sunsail charter outfits, and hundreds of cruisers on their own boats spend time in Neiafu each year. Waterfront bars and restaurants line the shore, and all have dinghy docks. If I had to describe Neiafu in one phrase, it would be, "Too much fun!" as I can't remember hearing Betty Ford mentioned more times than I did that season. In any event, Neiafu has been forever changed by its appeal to sailors.

Although I'd visited Niua, which most cruisers don't, and although I'd spent a month in Tonga, which is more than most cruisers, I, like the other cruisers, had to leave for New Zealand by November 1 or face the threat of tropical cyclones. It's not that any of us wanted to spend so little time in Tonga, it's just that French Polynesia is assumed to be the big thing in the South Pacific, so most cruisers treat Tonga as a last quick stop on their way to New Zealand. This is unfortunate. I fell in love with Tonga and knew that I would return. At the time, however, I had no idea that I would return to spend all of the 2002 cruising season in 'The Friendly Isles'.

The combination of spending six months between the 2001 and 2002 South Pacific cruising seasons living the high life in New Zealand and watching the economic downturn in the United States inspired my money-making fantasies. While in a Kiwi bookstore looking for a cruising guide to Tonga's fabulous but



sometimes feared Ha'apai Group, I discovered there was no cruising guide for all of Tonga. The Moorings has its guide to Vava'u, and other guides include parts and pieces of Tonga, but a comprehensive guide did not exist. Further, even The Moorings' guide to the most popular cruisers' spot lacked the kind of basic information most cruisers expect when choosing a cruising guide. So I decided that I would spend all of the 2002 cruising season in Tonga creating the definitive cruising guide to that country.

I must confess the project was a result of both inspiration and desperation. I knew that by the end of my six months in New Zealand I would be out of money. The guide needed to get done, and I needed somehow to get it published and sold. I had no idea how it was going to happen, just that it would. Having made the decision that this was something I was determined to see through, I set aside enough money for a plane ticket and set sail for Tonga. Although my return to Tonga began as a scheme to make money, it evolved into a passionate personal mission to help share all of Tonga with future cruisers.

You have no idea how much work is involved in creating a cruising guide. You will never hear me complaining about *Charlie's Charts* again. So what if he blew



SPREAD AND LOWER LEFT COURTESY BRAVADO

Spread: One of Tonga's many great anchorages, although on a cloudy day. Inset: Ken Hellewell's new guide to cruising all of Tonga.

a waypoint? My guide ended up with well over a hundred waypoints, and regardless of how hard I tried, I can't imagine that there wasn't an error or two. It's simply a lot of digits. Recording the waypoints confirmed the advice seen on most all charts — never rely on just one aid to navigation.

In some ways it was a miracle the guide got completed at all. I documented over 90 anchorages, and this can be hazardous work. *Topaz's* keel carries the scars of the unintentional discovery of several coral heads. My dependence on electronics also made the guide's completion tenuous. The digital camera I was using to photograph each anchorage succumbed to a rainstorm. I overcame the loss with a film camera and a scanner. A wayward splash took out my laptop's keyboard, but fortunately I carried a spare. A slippery coffee cup tried to kill my laptop monitor, but a quick disassembly and drying saved the day. Friends wisely suggested backups, and a mothballed zip drive was recommissioned, so I treated disks with the 150 mg of cruising guide with as much care as I'd give to an original copy of the Declaration of Independence.

Although the project was more work than I ever imagined, it also forced me to see more of Tonga than I would have otherwise. This was a very good thing, for the more I saw, the more I realized how magnificent Tonga really is! From the remote and topographically dramatic Nuiatoputapu, through the island wonderland of Vava'u, amongst the reefs shoals and lagoons of the Ha'apai, to the often missed beauty of Tongatapu, Tonga is truly one of the most interesting and rewarding cruising grounds in the Pacific. No two anchorages are the same, and all have something to offer. Nowhere else in the Pacific are the islands more varied and remote without being so far apart.

I am in San Jose while *Topaz* swings on a mooring in Neiafu. I have managed to raise money to get the guide printed, and it's now available online from www.cruisingguidetonga.com and will soon be available at all the usual places that carry cruising guides. Thanks to both friends and family — and a lot of begging on my part — I have been able to make the guide available to those headed across the Pacific this season. As for myself, I plan to return to Tonga before May, pick up *Topaz* and

continue west. I have hopes of making Cape Town in a year, but one never knows when one is cruising. See you out there!

— ken 1/15/03

Readers — David Kennedy, an expert on cruising guides, advises that Hellewell did a good job.

Cruise Notes:

The bad news is that five yachts — including one from Sausalito — were shot at off the coast of Yemen. The good news is that nobody was hurt. We got the report from Don and Katie Radcliffe of the Santa Cruz-based Beneteau 456 **Klondike**, currently racing in Royal Langkawi International Regatta in Malaysia, who received it from their Aussie friends on **Penyllan**. The following is an edited version.

"At 0800 on March 9, we were in the company of four other yachts 50 miles off the coast of Yemen, about 100 miles from Somalia. The other yachts were **Sea Dove** with Rod and Karyn from Brisbane; **Gypsy Days** with Brian and Margaret Horwell from Melbourne; **Narena**, with Bruce and Cheryle Matthew from Phillip Island, and **Imani**, with Mark and Doreen, and children Maya and Tristan from Sausalito. As I was about to give a routine position report to a SSB net, we spotted three fast motorized dhows coming across our track from the direction of Somalia. By chance, Mike, skipper of **Bambola**, a yacht which had been attacked near our position the week before, happened to be on that SSB net describing the attack on him. I broke into his conversation and asked for a quick description of the pirate's boats. His description was consistent with that of the ones approaching us — local dhows, 20 meters long, probably made of wood, in-board powered, and covered with bright blue and orange plastic sheeting, possibly to conceal their identity or their cargo. By this time the boats in our group had formed a very tight circle and increased our speed to 6.5 knots, the maximum we

For pirates, the Gulf of Aden is a perfect choke point for cruising boats headed to the Red Sea on their way from Southeast Asia to the Med.



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could sustain as a group. One of the three dhows diverted from their original course and began heading directly for our port quarter. When it was about half a mile away, we could hear shots being fired. We immediately put out a Mayday; Karyn on *Sea Dove* via VHF, while I called the skipper of *Skive* and *Bambola*, who were in direct communication with the German Navy headquarters in Djibouti. They informed us that help was on its way, but that it would take several hours. Further repeated calls of Mayday on other channels brought no response.

"The dhow that shot at us was only very slowly overtaking us, so an anxious 10 or 15 minutes followed. There were no further shots. As we tried to coax more speed from our engines, the one dhow remained in pursuit, but the others, appearing to be heavily laden with people, did not. Our continuing barrage of Maydays resulted in a response from a Panamanian registered freighter, which said it was turning toward our position. Then a U.S. warship reported they would be at our position in three hours. The attacking dhow finally gave up the chase. Maybe it was because

it was going to take him a long time to catch us, or because we were grouped close together, or because of the appearance of the merchant vessel *Royal Pescadores*.

"Less than 90 minutes after the shots were fired, a Coalition Forces four engine Orion Navy aircraft made contact. Ultimately he was unable to tell the pirates from other small boat traffic in the region. Thankfully, we escaped attack unscathed and will pass the worst danger zone by tonight. We have two to three days to go before we enter the 'Gates of Sorrow' at the southern end of the Red Sea and near the relative safety of Eritrea. As you can imagine, our adrenaline is up, but we are all pleased that we all handled things well under pressure, and are very grateful that we have been so lucky."

As most *Latitude* readers know, historically, the Gulf of Aden has been the scene of a number of violent attacks on yachts, some of which resulted in injury and death, and several which left boats

riddled with bullet holes. As such, yacht convoys are common. There was fear that there would be many more attacks after 9/11, but there were not — at least until very recently.

As for the Radcliffes, they're having a ball at the Regatta in Muslim Malaysia. "Even without a spinnaker we're doing well in Cruising Class B, and can hardly keep up with all the parties! It's just like the King's Cup in Phuket, Thailand."

"*Latitude* was a great help in getting me prepared to cruise Mexico for the last two years," reports Larry Pascoe of the Del Mar-based Catalina 36 **Sabbatical**. "I left with the 2001 Ha-Ha fleet and have had a great time cruising the Sea of Cortez and as far south as Barra de Navidad. During this time the Mexican officials and people have been very kind and generous — except for a recent incident at the El Cid Marina fuel dock in Mazatlan. I topped off my fuel tanks there in February — but was politely told that I could not take on water! When I stopped at El Cid again while heading north, they still had the same policy. The manager told me they'd



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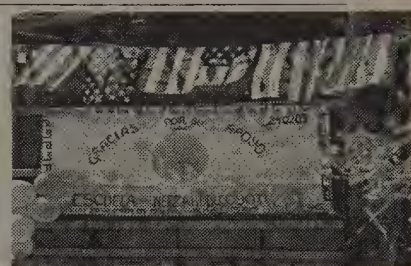
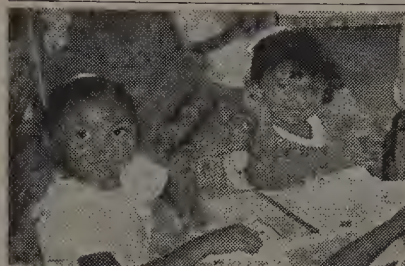
had problems with boaters taking on too much water, so they currently weren't allowing it. When I suggested they should limit the amount of water or even charge for it, he said he thought all cruising boats had watermakers. He may install a water meter to control usage. I was disappointed with their poor attitude and will limit my fuel purchases to more friendly sources — such as the nearby Isla Mazatlan Marina, which has fuel and water for cruisers."

Taking on unlimited water is a given when buying fuel in the United States, but it's not the case elsewhere, particularly in dry areas. Some marinas in Mexico — probably including the El Cid — make all their water, so it's not free. Maybe they have a quota for the marina that keeps being exceeded. There's also the problem with ultra thrifty cruisers who will buy \$5 of gas as an excuse to try to take on 200 gallons of machine-made freshwater. If the El Cid folks were polite — as you say they were — it's their business if they don't want to give out water. But they'll soon learn that it's bad business once the

word gets out and everybody starts buying their fuel at Isla Mazatlan Marina. This is an example in a nutshell of why free markets are so much better than monopolies.

"We're sending some photos of February 24 **Cruiser Appreciation Day** at the Nextahualcotyl School in Zihuatanejo," write Paul and Kathi Marak of **Ryokosha**. "This event was held in appreciation of the \$23,000 raised by cruisers during the recent Zihua Sail Fest. Appreciation Day was wonderful and lively, and the children were very grateful.

"A belated Happy New Years!" write John, Cynthia, and Mattie the boat dog in the Bahamas aboard the Jeanneau 45 **Utopia** — which replaced the *Utopia*



Scenes from the 'Cruiser Appreciation Day' at the school for orphaned indigenous children in Zihuatanejo. You've got to love these kids!

they'd cruised in Mexico for three years. "After spending the month of January outfitting our new *Utopia*, we had a great sail across the Gulfstream to the Bahamas. We're currently holed up in Georgetown due to the weather. The air and water temperatures here are perfect, and it's very different from our three years of (motor)sailing on the west coast of Mexico. In the Bahamas, you pay \$100 for a one-



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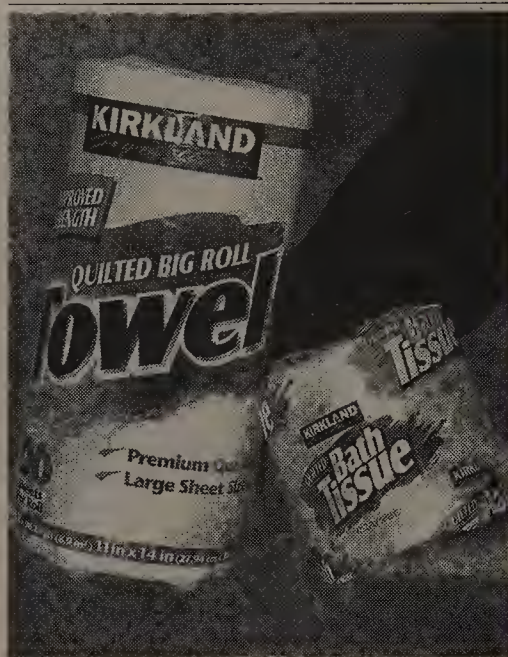


CHANGES

year cruising permit, which includes a fishing license for the boat and crew. After that, you don't have to check in again. What's crazy is that they will only give you a visa for 90 days. They can be renewed, but not for a total of a year. I guess they want to keep the airlines going, as you have to leave and then come back. Nothing is perfect."

"We were among those who felt Mexico was starting to cost too much," continue John and Cynthia. "How wrong we were! Gasoline is \$3.44 a gallon in the Bahamas, while diesel is \$2.41 a gallon. It's \$3 U.S. for a beer, and \$36 for a case. You can take the stateside price of any food item and count on it being double here. A roll of good toilet paper costs \$1.35, a roll of bad paper towels is \$1.95. The one good surprise came when we needed to buy a new outboard — just \$1,600 for a new Johnson 15 hp. Good sailing to all our friends!"

Why is it that **outboards are so cheap** in the Bahamas and Caribbean when compared to the United States and Mexico? A 15 hp Mercury two-stroke in the West Marine Catalog is about \$2,100,



LATITUDE/ANNIE

The price of food and other everyday items — such as toilet paper and paper towels — is way higher in the Bahamas than in Mexico.

which after tax comes to nearly \$2,300. Since there's no tax at many places in the Caribbean, that's almost \$700 more.

What does it cost if you're afflicted with a serious medical condition and need to

be **airlifted back to the United States** immediately from the Eastern Caribbean? Try \$50,000. A couple of years ago it was about \$25,000 from Puerto Vallarta to San Jose. By the way, if you've got an ultra gold-rimmed platinum American Express or other super credit card that you think entitles you to a medevac flight, read the fine print first. You can't just call up a jet on your own and have them pay for it. You have to get approval first. Judging by the time it sometimes takes to get through to credit card companies, you'll probably die before you get approval.

"In the February issue you wrote about our wonderful trip to Isla Socorro in the Revillagigedo Islands off Mexico," writes Pete Boyce of the Northern California-based Sabre 402 **Edelweiss III**. "You mentioned that a permit is required, but not how to get one. We got ours — it cost \$600 U.S. — through John Riffe in La Paz. His phone/fax number is 011-52-112-55108, and people can email him at jmrlapaz@prodigy.net.mx. Riffe is also a member of Sea Watch, an organization dedicated to a healthy Sea of Cortez. Their

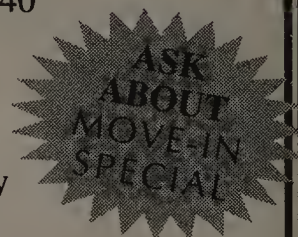
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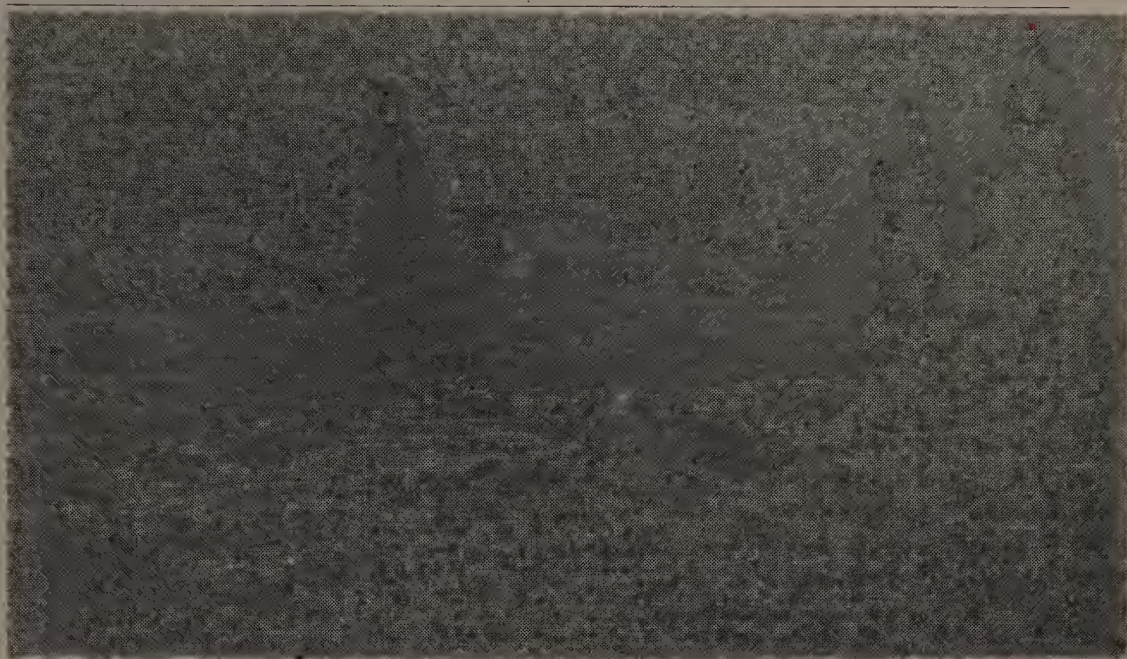
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website is www.seawatch.org."

Thanks for the info. The **Sea Watch** website is an excellent one that all Mexico-bound cruisers should check out. Among other things, it explains how longliners fish the Revillagigedos, even though it's a Marine Reserve. Unfortunately, Mexico doesn't have the resources necessary to effectively patrol their offshore islands or the Sea of Cortez.

"While in Mexico last year, I met Jerry Lumbard, owner of the Lagoon 38 cat **Beyond Reason**," reports Bernard Slabeck of San Francisco. "I later sailed with him from Cabo to La Paz, then down to Puerto Vallarta. I just now — after some flight delays and missed connections — joined him again, this time in Roatan, Honduras. It blew 25 to 35 knots the first few days, so we stayed in the marina at what is called the French Harbor YC. Like a lot of 'yacht clubs' outside of the United States, it's not a yacht club at all but rather a private hotel, restaurant, and marina. From what I've seen, it's typical Third World down here — a mix of local shack life and beautiful beaches. Of



Turtle time. If you've only been to the Pacific Coast of California, Mexico and Central America, you have no idea what really clear water is like!

course, I haven't been to the big city or the bigger resorts. A couple of days ago we went on a scuba dive — what a mind blower! I had heard that the diving was incredible, and it's no exaggeration. The

guy at the marina dive center said the water was a little stirred up from all the wind but that it was still "okay". I figured they would never want to say the diving is bad in order not to lose any business. But as soon as I entered the water and experienced 60-foot visibility, I thought 'this is just okay?' I saw some sponges that were as big as garbage cans! I went 90 feet down a wall — I only wish I had a

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dive camera. Yesterday we left the marina for a sail around the lee side of the island. It was a lovely sail in 15 to 18 knots of wind. We did a little snorkeling around the boat before sunset, then had stir fry chicken and veggies for dinner. It's the good life!"

"My husband Ben and I met you and Doña de Mallorca in Careyes last month," writes Lisa Newton of the Berkeley-based Cooper 416 **Waking Dream**. "You took some photos of us, and some others of Michael and Mary Brooks of the San Francisco-based Ericson 38 **Danseuse de la Mer**, as we were all planning on going to the South Pacific in March. We've had a change in plans. *Waking Dream* will be heading into the Sea of Cortez for the summer season. Come October, we'll be putting the boat up on the hard in San Carlos or Mazatlan, and will spend the hurricane season backpacking through coastal Central America, especially Costa Rica and Peru. In March of 2004, we'll head across the Pacific for French Polynesia and ultimately New Zealand."

Since you and Ben are on a 10-year cruise, it's smart to take your time. But



Ben and Lisa of 'Waking Dream', like friends Michael and Mary of 'Danseuse de la Mer', are bagging the South Pacific for the Sea of Cortez.

may we make a suggestion? July, August, and September are hotter than Hades in the Sea, and therefore the best time to be travelling elsewhere. By early October the temperatures have dropped and it's ac-

tually one of the best months in the Sea. So to our thinking, it would be better to take your vacation from cruising earlier rather than later. True, October is still hurricane season, but they are relatively rare in the Sea and you generally get plenty of warning — particularly if you are in the upper Sea. No matter what you do, have fun.

Under the heading of great minds think alike . . .

"We met you last month in Careyes with Ben and Lisa on *Waking Dream*," write Michael and Mary Brooks of the Ericson 38 **Danseuse de la Mer**. "Because of insurance problems, we're going to spend the season in the Sea of Cortez and cross the Pacific next spring."

"Here's some good news from Mazatlan," report Jan Loomis and Geoff Wickes of the Valiant 40 **Meridian Passage**. "The entire cruising community here has been involved in a major fund-raising effort for the **Bomberos de Mazatlan**, better known as the Volunteer Fire Department. It's hard to believe, but this city of over 500,000 has only two fire stations,

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"When I last wrote, I was worried about the oil spill in Trinidad," writes John Anderton of the Alameda-based **Sanderling**. "But now I've spent the last two weeks in Sint Maarten enjoying the pre, during, and post Heineken Regatta parties. As you probably know, the bridge into the **Simpson Bay Lagoon** has been enlarged for the megayachts of the rich. To pay for the expansion, Dutch Sint Maarten has decided to implement a tax on all boats, "creating a hole" in Sint

LATITUDE/RICHARD



Authorities on the Dutch side of Sint Maarten/ St. Martin are going to begin charging a monthly anchoring fee, starting at \$40 for smaller boats.

Maarten waters, both inside and outside the lagoon. Currently it's not known when the fees will be instituted or how they will be collected. But the fees will be \$40 U.S. a month for up to a 40-ft boat, \$60 for

boats between 45 and 63 feet, on up to \$300 a month for boats over 90 feet. The French or St. Martin side of the lagoon is free, so it's a no brainer where boats will congregate. However, the Dutch may consider the whole lagoon to be theirs. I leave tomorrow for St. Barts to continue island hopping south for hurricane season."

Earlier in this issue there's a *Changes* from Allison 'Marina Chick' Mahan about

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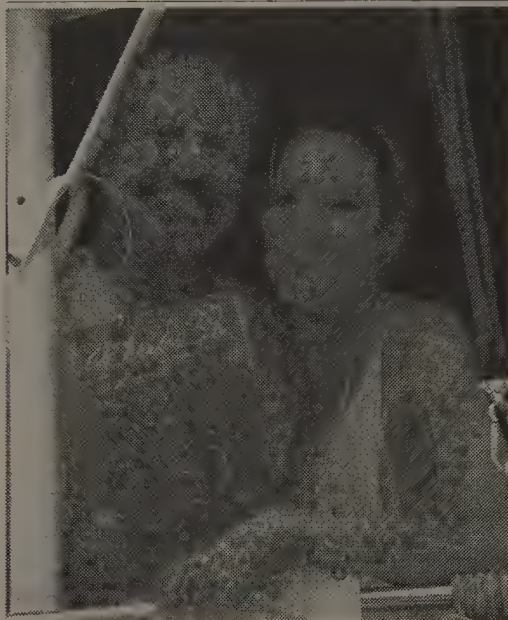


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CHANGES

sailing the Caribbean with her boyfriend Curt aboard **Force Five**. During a followup email, she mentioned they were in Charlotte Amalie, St. Thomas, a place we kicked around a bit back in the early '90s. During the day, the downtown area was crowded with shoppers. But when the shops closed at 5 p.m., people fled as if leaving a war zone. We asked her if it was still as dangerous. "Charlotte Amalie is still pretty rough after dark," Allison said. "Curt and I went looking for a watering hole one night when we first arrived, and when we finally found one, they looked at us as though we were nuts. On another subject, the Virgins — meaning both the U.S. and British — have a lot of 'charter boat anchorages', such as Foxys at Jost van Dyke; and then 'cruiser anchorages' that are more out of the way. We liked the islands, but are definitely happy to be back in some grittier spots with salty-dog ex-pat types. We've since moved down to Culebra, which, along with Carriacou in the southern Caribbean, has become one of our favorites. The characters here are right out of a movie. We're next off to Isla Culebrita for a few days, then maybe to



LATITUDE/RICHARD

As you know from the previous page, Michael and Mary Brooks have decided to do the Sea of Cortez rather than the South Pacific this year.

Vieques, all in the 'Spanish Virgins'.

After 15 years of cruising aboard **Aztec**, Bob and Ginnie Towle, originally from Mill Valley, have swallowed the anchor in La Paz. Bob, an architect who had wea-

ried of corporate management in the mid-'80s, and Ginnie decided to chuck it all by flying to Europe and buying a cruising boat. As we recall, they ultimately ended up purchasing the first one they looked at, a 46-footer vaguely similar to a Peterson 44. We first met them in Antigua seven years later, where we remember them saying, "Our seven years in Europe was just scratching the surface." In more recent years, they've been cruising in Mexico. In '99, they lived aboard **Aztec** while building Casa Axteca at Comitán on inner La Paz Bay. Their boat **Aztec** was finally sold in Long Beach in January. "We are enjoying our life in Mexico, playing tennis several times a week, gardening, finishing the house, and watching sunsets over our margaritas." The Towles are wonderful folks, we wish them all the best.

"We have an update from our February report on the marina situation in Cartagena, Colombia," report Tom and Kathy Knueppel of the San Francisco-based Island Packet 40 **Tai Tam**. Effective January 1, the Club de Pesca — the other marina close to the more cruiser-



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Photo Fun: Mike and Tracy Day of Morro Bay are seen having fun on Puget Sound aboard their new-to-them Hallberg-Rassy 42 'Morning Star'.

Shrode, offers the following description:

"Imagine a carousel that, instead of horses, has platforms that go up and down about 12 feet every eight seconds. On top of one of these platforms is a play-

ground merry-go-round being swung back and forth like the motion of a washing machine. On top of the merry-go-round is a rocking chair that has its back cut off so another rocking chair, oriented at a 90° angle to the lower one, can sit on top of it. You're in the top rocking chair. Each stage of this tower is remotely controlled by a nine-year-old boy. He is told to jerk his control back and forth in a manner

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CHANGES

calculated to produce the most discomfort possible to the passenger. He is told he is allowed to have no mercy, and that in fact the passenger is his six-year-old brother. Heavy metal music is being played at a deafening volume. This pattern needs to be sustained for about three days. The nine-year-olds may get tired before then, but the sea doesn't."

It's not surprising that this topic crossed Johnson's mind, as he's recently been sailing from the Eastern Caribbean to Panama during a time of year when the trades usually blow hard. He continues:

"We were on the radio to the famous Herb of **Southbound II**, the weather guru who helped a lot of people, including ourselves, cross the Atlantic. We were saying to Herb, "Please make it stop." So he says, "Well, you sail this-a-way and that-a-way and pretty soon or in a day or so when you hit longitude 76, you should see some moderation of the conditions." Herb's a genius, almost, but he told us we'd see 20-25 knots out there and we were seeing 30-35. The funny thing was, he seemed not to believe us. He had predicted 20-25 knots, so that's what it was, and

anyway you know how those sailor guys lie. But we were down to a double-reefed main with about four feet of headsail showing, and *Maverick* was never seeing the south side of eight knots, but surfing to 12, 13, and even 14 knots. I don't think it was even blowing 20 knots, it was going down the waves. At least we were going fast. The first three days out of Grenada heading west, *Maverick* turned in days of 158, 177, and 170 miles. After leaving Aruba, we did 204, 175, and on the third day, the last half of which saw us in somewhat lighter winds, 155 miles. We're now anchored in the storied San Blas Islands on the north coast of Panama at the very end of the Atlantic Ocean. We're also at the end of another phase of the voyage, one that had a little more adventure to offer than we would have liked."

"We're sailing once again, and it sure feels good!" reports Blair Grinols of the Vallejo-based 46-ft catamaran **Capricorn Cat**, currently in the Marshall Islands. The cat had partially gone on a coral reef

about a month ago after a severe windshift in the middle of the night. Both rudders and daggerboards were damaged. Having built the boat, Grinols knew how to fix them. "We reinstalled the rudder late yesterday afternoon, provisioned the boat, and got underway this afternoon about 1 pm. The wind is about 10 knots across the deck from the starboard quarter, so it's cool and we're making about eight knots under the small spinnaker. The seas are moderate so we're very comfortable. It also sure feels great not to be itching all the time from working with fiberglass. It's been a busy couple of weeks, but now I finally may be able to open a book again."

"I've enclosed a photo of my new trimaran **Even Kiehl**," reports Stuart Kiehl of Santa Rosa. "I bought her not far from the Alaskan border. Her diesel stove will be removed in San Diego, hopefully just in time so I can enter her in Baja Ha-Ha X in late October."

Dear Readers, please keep the *Cruise Notes* editor from going nuts. If you send in a photo, make sure it's reasonably high resolution. We can't use photos that go



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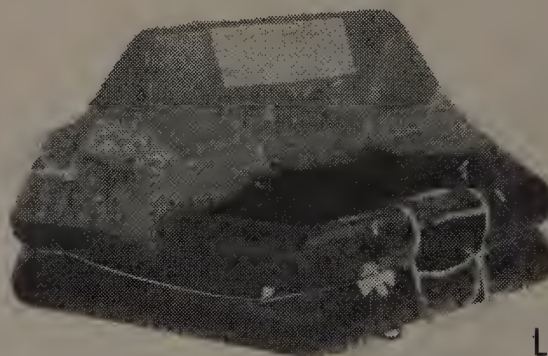
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jaggy when bigger than one inch by one inch. In addition, remember that the essential elements to any report, no matter how short, are **who, what, where, when, and why**. Thus, the editor would have greatly appreciated it if our friend Stuart had written a report like this:

"I'm Stuart Kiehl of Santa Rosa, and am proud to announce that on March 1, I purchased a 1987 Brown Searunner 36 trimaran — renamed *Even Kiehl* — in Juneau, Alaska. Between now and the end of October I hope to sail her to San Diego for the start of Baja Ha-Ha X, which I've done three times before."

It's all there — who, what, why, when, and where — in just two short sentences. Thanks for remembering.

Looking to go cruising? Leslie King, who sent in the *Changes on Tropicbird* earlier in this issue, is looking for a "40-ish sailing partner to join me for the rest of the year in Asia and then after Christmas up the Red Sea to the Med." King wouldn't be looking for crew were his ladyfriend in San Diego still not afraid to travel after 9/11. King does have experi-

LATITUDE ARCHIVES



ence. In addition to having done the Singlehanded TransPac, since '93 he's sailed his Wilderness 40 to Mexico, then did a 10,000-mile summer from Pensacola to Key West to Isla Mujeres to Panama to the Galapagos to Hawaii to California. In '99, he sailed from San Diego to Hawaii to Fiji to Brisbane. In the summer of '00, he and his ladyfriend sailed up the coast of Oz to Gove, Bali, Singapore, and Langkawi. So he's not a novice. He can be reached at: leslie@leslieking.com.

If you're a Ha-Ha vet or are just interested in the Ha-Ha, the Wanderer/Poobah

Happy Ha-Ha'ers celebrate at Cabo in 2000. If you're interested in following their wake, attend the Sail Expo Ha-Ha Seminar, April 25 at 4:30pm.

wants to see you at **Latitude's party at Sail Expo**, Friday, April 25 from 6-8 p.m. As we go to press, we're confirming a plan to hold our shindig aboard the tall ships *Irving Johnson* and *Hawaiian Chieftain*, which will be berthed on an end-tie at Jack London Square.

If you're a newcomer interested in learning more about this annual San Diego-to-Cabo cruisers' rally, plan on attending the Grand Poobah's **Sail Expo Ha-Ha Seminar** at 4:30 (Room B) the same day, April 25.

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FREEDOM 21, 1983. Catboat with unstayed carbon mast and Hoyt gunmount spinnaker. Much new in 2002, recent survey. Trailer, outboard, VHF. 3 sails. All lines led aft. On trailer at RYC, space 57. \$4,995/obo. Mike (530) 544-4014 or email: mgrimm6@hotmail.com.

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PEARSON 23, 1983. Cat rig, unstayed mast, all lines to cockpit. Large cabin, sleeps 2, Whale Gusher, Porta-Potti, privacy curtain. Very good condition. Berthed in Vallejo. \$3,800. May trade up on Catalina 25 or 27. Call (707) 252-3006.

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WILDERNESS 21. Trailer. Excellent condition. Looks good, handles great. Keel stepped. 7 sails, some Mylars. Boom brake, recent rigging, survey, bottom job, interior paint and engine. Porta-Potti, 3 berths, teak interior. Garaged for years. \$5,900 invested. Asking \$5,100. (707) 459-5015.

25 TO 28 FEET

CAL 2-27. Cruise/race. Full electronics, epoxy bottom. 2 mains. Jibs: 90, 105, 120, 150, new Kevlar 140. 3 spinnakers: .5-oz, .75-oz, 1.2-oz. All sails by North Sails. Headfoil, rigged for racing or single handing. Extras. Atomic 4 runs great. \$10,500/obo. (415) 924-6553.

CATALINA 27, 1982. Very nice condition. Inboard engine, roller furling, VHF, compass and more. Price idea \$7,800. (510) 522-3085 or email: kaulsus@aol.com.

ALBIN VEGA 27, 1977. New: Autohelm, teak table, cushions, running lights, 110ac, 12v panel, 10amp charger, traveler. Knot, depth, 2 anchors, gel cell. Nicro solar, Force 10 stove. Outboard runs. \$5,000 into inboard, almost runs. Sell by June. Emery Cove. \$8,500/obo. Aaron (510) 798-3617.

MacGREGOR 26X, 1994. 2 jibs, 1 main, 10 hp 4-stroke Evinrude. AM/FM cassette, solar battery charger. All new trailer, brakes and tires. (650) 738-0867 (hm) or (650) 619-6662 (cell).

CATALINA 25, 1981. Fixed keel, Honda 8.0, batteries and charger. Sails, head, knotmeter, compass, depthfinder, VHF, jib furler. Restored teak, new carpet and salon cushions. Great condition. Alameda. \$5,800/obo. Call (510) 627-1648 or email: qansel@aol.com.

CAL T-2 27, 1972, ONLY \$6,000. Bottom done quarterly. Sleeps 6, galley and head. Newish 9.9 Suzuki longshaft electric start. Good solo sailer. 2 jibs, reefing main, depthfinder, 5.5-ft keel with 2,000-lb lead. David (707) 554-6778.

COLUMBIA 26 Mk II, 1970. \$5,500. Fun, easy sailing. 2 mains, 2 jibs, 1 genoa and whisker pole. Small galley, sleeps 5, 9.9 hp outboard. Sailed and cleaned monthly. Good working condition. (925) 449-2084.

CATALINA 25, 1977. New mast, standing and running rigging, roller jib. Rigged for solo cruising: 8 hp Johnson plus 2 gas tanks, autopilot, ground tackle, cruising spinnaker, marine radio, AM/FM/cassette, gimbaled brass lamp in cabin, 2 batteries and charger, water tank, pump head, holding tank, icebox and sink, cockpit cushions, fenders. Cockpit stays dry and warm with dodger and weather cloth. Other gear included. Berkeley berth. Sleeps 5. \$5,500/obo. Call (510) 287-9456 or email: nick1on1@aol.com.

SANTANA 525, 1978 & S2, 1978. For sale through Club Nautique. Both boats have full complement of USCG required equipment, sails, outboard, more. \$4,500/each. Call Chris (415) 332-8001 about the Santana 525 or David (510) 865-4700 about the S2.

YAMAHA 25 Mk II, 1980. Excellent condition. Yanmar diesel. New top end, exhaust, belts, hoses, and battery. New main, jib, running and standing rigging. New cushions, VHF, anchor and rode. Alameda Marina. Injury forces sale. \$6,700. (916) 204-4646.

CAL 25, 1979. New halyards, 110/12 volt electrical system, stereo, VHF, running lights, galley with running water, Porta-Potti, very nice sal6n. 2 jibs, 2 mainsails, genoa, all in good shape. Includes 9 hp Johnson. Lots of extras to go with it. A great boat. Located at Hidden Harbor Marina in the Delta. \$3,000. Call (916) 709-6493.

CATALINA 27, 1973. Perfect Bay cruiser, excellent for liveaboard. Sleeps 6. Dinette layout, sink, head, 2 jibs and lots of extras. 4-stroke Honda 10 hp outboard. Asking \$7,000. Best offer takes it. Call Michael (707) 246-5068 or (707) 748-5780 or email: michaelmunden@msn.com.

INTERNATIONAL FOLKBOAT #863. 4-stroke with alternator, solar panels, nice stereo, kayak. Propane: stove, BBQ, heater. Trojan T-105 batteries, 300w inverter, 7 sails. \$6,000. (415) 773-2113.

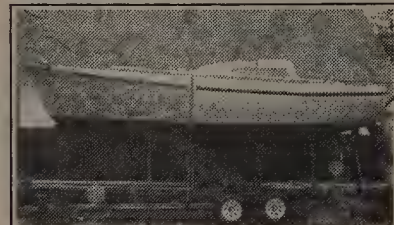
FLEUR BLEUE 25, 1961. Beautiful classic wooden boat. Great condition. Japanese built, English design. Mahogany on oak frames. \$3,500/obo. Please call (415) 282-1915.

RANGER 26, \$2,700. Well equipped 1971 sloop. Great 1998 Nissan 8 hp. Sleeps 4. Galley with stove, sink and table. Mains, jibs, and spinnaker. Sausalito berth. Sound boat, but needs paint. She is the best buy on the Bay. Don (415) 388-7102.

ERICSON 25, 1973. Keel/centerboard model, excellent condition with dual-axle trailer, 9.9 hp outboard, stove, VHF, depthfinder, stereo speakers, 5'8" headroom. \$5,800. Please call (707) 265-8415 or email: rdoormann@vom.com.

CATALINA 27, 1975. \$6,000. Roomy. Stove, life vests, 2 sets of sails, Autohelm, radio, fishfinder. 10 hp Yamaha outboard. Berthed in Oakland. Can get CATV. Call Dan (415) 751-1370 or page me at (415) 809-3586.

MacGREGOR 26X, 1996. 50 hp 4-stroke Yamaha. Sport pilot, depthfinder. Tandem-axle trailer many extras. Excellent condition. Asking \$18,500. For detail/photos call (707) 443-0226 or email: lkkeasey@cox.net.



26-FT COLUMBIA. Fresh refit, refinished deck and hull in linear. Replaced all thru-hulls, wiring, lights, plumbing, sinks, tanks. New sanitation system. Sounder, inverter, batteries, entertainment, motor, windows, teak, brass. Eight sails and much more. \$13,000. Call (503) 310-5454.

ERICSON 27, 1972. Clean, well kept beauty. Tiller, two sets of sails plus spinnaker. Healthy, well maintained Atomic 4. Berkeley upwind slip. Perfect boat for the Bay. Check out the details at this Website: <<http://home.attbi.com/~ericson27/>> Asking \$10,000. Best offer takes it. Call (510) 215-1046.

MacGREGOR 26, 1995. Excellent. Must see. Unsinkable, water ballast, swing keel, EZ mast, two sails, pop-top with bimini. VHF, anchor, stove, head, 8 hp Nissan with generator, new battery. Trailer with spare, surge brakes. \$9,250/obo. For pics email: GibsonGirl_1@msn.com or call (925) 691-6046 anytime.

CATALINA 25, 1982. Very nice condition. Clean, new upholstery, curtains, alcohol stove. 4 sails, various sizes. Cockpit cushions, compass, ladder, beige hull. 7.5 hp Honda motor, swing keel. Zieman trailer, great condition, new brakes. Asking \$9,600/obo. Call (530) 268-0766.



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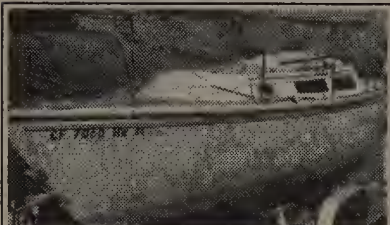
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CATALINA 25. Fixed keel with tandem-axle trailer. A great family boat that performs well. Four sails including spinnaker, all in good shape. VHF, depth, knot, stereo. Spinnaker and whisker poles. Honda 7.5 hp four-stroke outboard. Sailed in freshwater only. \$7,750. (831) 421-0185.

SANTANA 27. Fast hull. Honda 8 hp four-stroke. Reefable main and jib. Many new upgrades. Excellent Bay boat. Asking \$8,500/obo. Call (707) 838-6975.

RANGER 26. Many extras. Low use of engine and sails. Loran C, 5 sails. \$4,500/obo. Call Frank (707) 745-8108.



CATALINA 25, 1986. Tall rig. Traditional interior. Roller furler 150, self-tailing winches, all lines led aft. Autopilot, 10 hp Honda, marine head, Loran, Horizon instruments, swing keel. Trailrite trailer. Bristol, loaded. \$10,000. (661) 823-8410.

OLSON 25, 1988. Excellent condition. Deluxe interior, 5 hp O/B. New unused main, all class sails, spinnaker sock. Rebuilt deluxe dual-axle trailer. VHF, AM/FM/cassette with cockpit speakers. One of the last ones built. \$12,500. Call Brent (510) 558-8868.

MULL 27 T 4. New Pineapple main and 155. Two spinnakers. VHF radio, depth-sounder and knotmeter. \$3,000. (707) 451-2846 or email: bsailors@jccomp.com.

HUNTER 28.5, 1988. Good condition. Yanmar diesel. New rigging, bottom paint 12/02. LectraSan and holding tank. Sails great. Asking \$24,000. (408) 227-1922 (eves) or (510) 489-6800 ext 2428.

PEARSON ARIEL, 1963. Classic Alberg designed racer/cruiser. 25.6-ft, strongly built and rigged, stiff and able, ideal Bay boat. Galley, head, 4 bunks, 6 hp longshaft Johnson outboard. Full racing gear, 2 suits working sails, 150 and 180% jibs, 2 spinnakers, jiffy reefing. Frequent winner in one-design and handicap racing. Hauled 11/02. Strong class association provides racing and maintenance information: <www.PearsonAriel.org> An inexpensive entry to the wonderful world of racing and cruising. \$3,950. Call (510) 524-3250.

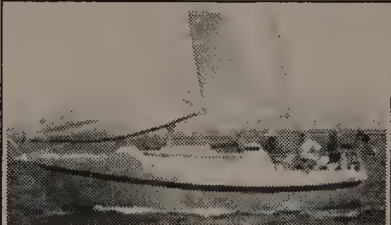
NEWPORT 27S. Unique opportunity to purchase a comprehensively equipped full keel family cruiser. Stored past 18 years. Super condition. Freshwater use only. Less than 350 hours on original Atomic 4. \$10,500. Call (916) 202-1720.

FREEDOM 25, 1982. Great pocket cruiser, Bay boat with legendary Freedom/Tillotson-Pearson quality. Carbon fiber wing mast, 8.8 outboard. Comfy cockpit and cozy below. See Website: <http://216.36.69.77/freedom.htm> for pics and details. A steal at \$6,500. Please email: freedom25@hotmail.com.

SANTANA 525. Totally restored in 1996. Refurbished mast, new headstay, head foil, stainless chain plates in 2003. Two sets of sails, 5 hp outboard, tandem trailer. Must see to appreciate. \$6,200. Call (805) 340-1302 (wkdays) or (805) 659-0990 (eves/wkends).

O'DAY 25. Double-axle trailer, new stereo, sails excellent. SL555 windlass, CQR/Danforth anchors, propane stove, Force 10 heater, depthsounder, Ritchie bulkhead compass. New Yanmar GM 10 diesel, much more. Exceptional O'Day, must see. \$15,000/obo. Bruce (530) 384-1462.

CORONADO 25, 1970. Great Bay boat or first boat. Dinette layout, sleeps 5, plenty of room inside, 2 sails. Hull in good shape, rig decent, stove, water tank. Sausalito, possibly transferable slip. \$2,000/obo. Call Pat (510) 332-4502.



ERICSON 27, 1971. Fiberglass sloop. Atomic 4 inboard and exhaust system both rebuilt 2002. Harken roller furling jib and traveler, new battery 2002, VHF radio, compass, newer aluminum gas tank, 5 berths, cockpit cushions. Berkeley berth. \$7,500. Call (925) 906-0468.

MacGREGOR 26, 1990 with trailer. Brand new 9.9 Honda 4-stroke XLS. Lots of extras. Good condition. Buying new boat, must sell. Anxious to make a deal. Asking \$8,500/obo. For specs call (707) 255-4599 or email: elzoro@ix.netcom.com.

CATALINA 25, 1982. Great condition. Very clean. Fixed keel, tall rig, like new Santa Cruz sails and solid sail inventory. 15 hp Mercury O/B. Sleeps 5, dinette layout, great interior condition, nice cockpit cushions. Santa Cruz harbor. \$7,600/obo. Please call (831) 588-5739 or email: masaye_h@yahoo.com.

PEARSON ARIEL, 1964. Excellent mechanical condition. Rod rig, Hogin sails and covers, new boom, fresh rebuilt Atomic 4, oversize winches, spinnaker and gear, etc. New bottom 02/03. \$7,500/obo. Call (510) 639-7004.

NEWPORT 28, 1978. Recently rebuilt Atomic 4, Autohelm 800, Harken jib reefing and furling system. New head, beautiful cabin floor. Handheld VHF, good sails, custom canvas. Berthed Antioch. \$9,500/obo. Call (530) 823-1400.

O'DAY 27, INTERIOR NEW. Lines led aft, wheel steering, nice head, beautiful boat. 8 hp inboard runs well. Depthsounder, knotmeter, GPS, microwave, dripless shaft seal, VHF radio. It's a great boat for weekend trips. \$8,500. Call Ryan (510) 684-3274 or email: rah138@hotmail.com.

RANGER 26, 1971. Immaculate. Ready to go. LPU cabin, decks, topsides. Faired keel, sprayed bottom. Internal halyards, lines led aft, roller furling, spinnaker, 2-speed winches. Honda 9, 40 hours. Sleeps five, large V-berth. Propane stove. \$7,800/obo. Call (415) 924-4460.

CATALINA 27, 1982. Great singlehander, sailed every week. New standing rigging 2000, bottom paint 2002, roller furling, autotiller 2001. Atomic 4, compass, depth, speed. All lines aft to spinlocks, including two reefs in main. Avon dink, BBQ. Bigger boat. \$9,500. (510) 409-4148 or email: mcarnall@sbcglobal.net.

25-FT CAPE DORY 25-D, 1984. Classic Alberg design, respected Cape Dory quality. Yanmar diesel, autopilot, depth, speed/log, VHF, 2 Danforths. Excellent condition. Cruise ready. \$19,900. Please call (619) 224-6594 or email: ajeske@ixpres.com for photos and full specs.

THUNDERBIRD 26. Fiberglass over plywood, restored hull and mast. New standing and running rigging, electrical wiring, charger, battery and non skid. Two mains, two jibs, 6 hp Johnson outboard, sleeps four. In Alameda. \$3,800/obo. Call Brian (510) 693-4205.



CORONADO 25. Own and sail a Plastic Classic Winner (1993). Fast, stiff and well maintained. She's the perfect Bay Area sailer. Dependable Evinrude 6 hp longshaft in good condition. Main, 130% jib top, 110% working jib and storm jib make up her sail inventory. Dinette interior, sleeps four in a warm mahogany interior cabin with new cabin top. Depthsounder and knotmeter, both new. VHF radio and handheld, compass, battery charger, Porta-Potti and lots more. \$3,500. Call (415) 469-4889 or email: smartivo@worldnet.att.net.

MacGREGOR 26 CLASSIC, 1994. 2002 Johnson 9.9 hp 4-stroke used in Tahoe only. Trailer, custom stern rail with ladder, new 150% genoa, extras. Bought in 2002 for \$12,200. Asking \$7,000 for quick sale. Please call Dave in Walnut Creek (925) 639-5796.

CORONADO 27, 1972. Well maintained, race winner. Roomy refurbished interior with 6'1" headroom. Recent bottom paint. Upgraded electrical, rigging and structural. Three jibs and one spinnaker. 6 hp O/B. \$4,500. Call (415) 331-5302 or email: John_Slivka@yahoo.com.

CORONADO 27. Ready to sail. Great Bay boat, 9.9 outboard \$4,500. Call Jim (925) 828-1428.

29 TO 31 FEET

HUNTER 30, 1979. Yanmar diesel engine, roller furling, battery charger, two anchors. VHF radio, dodger, wheel steering, etc. Hauled April, 2002. New bottom paint and zincs. Needs someone who will use it. \$15,500/obo. Call (530) 295-1711 or email: hugdor@earthlink.net.

CAL 29, 1973. Running Atomic 4 with full set of sails including spinnaker and pole. Includes new compass, VHF, GPS, depth, autopilot, 6 winches. Needs some TLC. Alameda berth. \$8,000. (408) 390-6444 or email: captdowner@comcast.net.

BENETEAU FIRST 310, 1993. 31-ft racer/cruiser. Clean and effective setup for Bay Area sailing, with the relaxing comfort and warmth of a cherry wood interior. Asking \$44,750. Reason: found bigger Beneteau. Email: Questare310@yahoo.com or call (775) 224-4449.

ISLANDER 30 Mk II, 1970. Atomic 4, 5 bags of sails, 2 spinnakers, depth, speed, VHF radio, tiller. Sleeps 6. Berkeley upwind berth. \$7,000. Call (510) 530-7399.

CATALINA 30 TALL RIG, 1982. Excellent cruiser, race rigged. Custom mast/boom with hydraulic backstay and vang. Steel rod rigging, roller furling, 7 winches, Edson wheel steering. Low hours on Universal 11 hp diesel. Signet speed and depth, Danforth anchor, holding tank, macerator. New cushions inside and cockpit. Sleeps 7. Head, galley, AC fridge. 30 amp shore, 2 new batteries. New Standard Horizon VHF. Radio/CD with speakers inside/out. Located Napa. \$21,500/obo. Info/photos call (707) 337-7674 or email: Catalina30Napa@aol.com.

C&C 30, 1973. Very good condition. A strongly built boat that has been well cared for. Atomic 4, roller furling jib, nice interior, sleeps four. Handles beautifully whether sailing the Bay or cruising the Delta. \$15,000. Call (415) 751-3779.



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CAL 29, 1973. Tuned Atomic 4, 3 head sails. Autopilot, AC refrigerator. Sail swiftly, go to an anchorage, relax in the comfy cabin or large cockpit. Giveaway price \$9,750. Some financing possible. See at San Leandro, N-8. Call Tom (408) 353-1665.

ERICSON 30+ 1983. 7 sails, two mains, 95, 135, 150, 155 genoa, spinnaker. Harken furling, 7 Barent winches, 4 self-tailing. Danforth anchor. Lewmar hatches, clear companionway hatch. B&G instruments, Autohelm 3000, VHF, Loran, Ritchie compass, 2 gel batteries, True Charge gel charger, Balmar regulator, 16 hp Universal diesel, Martec prop. Wheel steering, hot and cold pressure water, Adler-Barbour refrigerator/freezer, propane stove with broiler, propane monitor. Sleeps 6. Four years freshwater. See Website: <<http://home.earthlink.net/~indig>> \$28,500. Call (925) 367-6250.

31-FT GERMAN-MADE FIBERGLASS SLOOP. 11 months old. Due to my job I have to relocate and must sell this brand new boat. All varnished mahogany below. Self-tending jib on traveler, setup to singlehand and easy for a couple to sail. Only 80 hours on brand new Volvo engine. I have added VHF, cockpit speaker for VHF, spinnaker halyard led aft, bow and stern anchors, GPS. Documented with the US Coast Guard. Sold for \$108,000 in May of 2002 and I have added 4K worth of gear. \$89,000. Call (415) 668-0673.

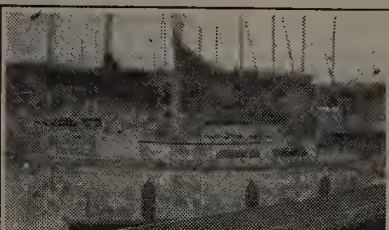
CLIPPER MARINE 30, 1975. Sleeps 5-6. Good daysailer/weekender or liveaboard. With Honda 9.9 outboard, older VHF radio and depth/fish finder. Boat is in good shape and very clean, but needs minor work to be perfect. \$4,900. (510) 231-7139 or email: fduan@yahoo.com.

NEWPORT 30 TALL RIG. Main, jib, genoa, spinnaker with tapered pole. Atomic 4 runs great. New head and holding. Folding prop, Harken gear. Very comfortable interior, 3 burner stove with oven. Turnkey. \$13,500/obo. (916) 402-1940 or email: sailnewport30@aol.com.

PEARSON 30, 1976. Atomic 4, roller furling, wheel steering, nearly new Pineapple sails, gas BBQ. Clean. I'm movin' on up. \$7,800/obo. Serious inquiries only. No Looky-Lews. Call (707) 373-5879.

CAPE DORY 30 KETCH, 1977. Excellent condition. New main and mizzen 2002. Radar, depth, knot, VHF, windlass, heater, hard dodger, stereo, diesel engine. New cushions 2001. \$27,000. Call (831) 475-6887 or email: dndias@earthlink.net.

NEWPORT 30, 1973. Phase II Yanmar 2 cyl diesel, 215 hrs. SSB, VHF, Garmin chartplotter GPS, Nexus multi displays. 5 jibs, 3 spinnakers, UK tape-drive main. Legal head, new rudder, double lifelines, stove with oven. \$16,500/obo. Call (707) 763-1708.



ISLANDER 30. Excellent shape with new epoxy paint top and bottom 08/00. New boom and jib rebuilt 08/02. Roller furling, self-tailing winches, dodger, diesel, wheel steering, AM/FM cassette. 8 bags of sails, including spinnaker and drifter. Call (415) 289-0538 (msg) or (530) 305-0434 (cell).

ERICSON 30+, 1984. Well equipped Mexico veteran. Universal 18 diesel, wheel, roller furling, teak interior. Sleeps 6, 25 gal fuel, 43 gal water, 18 gal waste, pressure hot and cold. CQR, 2 Danforths, windlass, more. <www.geocities.com/ericsonforsale> \$28,000. (858) 459-6832 or email: kaukoe@juno.com.

RAWSON 30. Volvo, autopilot, gas stove, sniffer, mast spreaders. Bottom one year ago. Interior extensively insulated with custom cabinetry and wood. Stereo, GPS, BBQ, ground tackle, windlass, head, holding tank, siphon loops, 2 bilge pumps, ladder, depth. \$12,000. (415) 731-8194.

DUNNIGAN 30, 1939. Marconi sloop. Beautiful Sparkman & Stephens classic. Lovely 'old boat' interior with standing headroom. Mast rebuilt and keelbolts replaced 2001. Very good sails. New custom full cover. Acquisition of 1946 Hurricane forces sale. Vallejo. \$18,000. Call (707) 642-1792.

ISLANDER 30, 1974. Super clean, lots of nice upgrades, second owner. Well appointed down below. Force 10 stove, Norcold fridge, 12v/110 with 1500w inverter. New rig and bottom paint 2001. Roller furling jib. Ready to sail. \$23,500. Email: basecampinsf@yahoo.com or call (415) 331-1545.

CAL 29, ORIGINAL OWNER. Race/cruise equipped. Spinnaker gear, 6 winches. New standing rigging, lifelines, head, hull repaint. Dockside power. Best location, one turn to port and you're on a reach to Sausalito. \$14,500. Call John (831) 375-1442.

CATALINA 30, 1984. Very clean. Roller furling jib, wheel, knot/depth, diesel engine, sleeps 6, cockpit cushions. Dock in Sausalito comes with it, if interested. Call (415) 823-8623.

PEARSON 30, 1972. \$8,000. Please call (415) 584-4675.

COLUMBIA 30 SLOOP. Sturdy, with self-tending jib, gas engine, recent bottom paint, depthfinder, marine radio, galley with fridge. Sleeps 6, private marine head. Berthed at Ballena Bay, Alameda. \$11,900. Jim (209) 786-4864.

CATALINA 30, 1982. Location Alameda. Dodger, autopilot, roller furling, GPS, depthsounder, BBQ. Two anchors, H/C pressure water, Atomic 4 with halon system and more. Bottom painted 1/03, original owner. \$16,500. (831) 438-2671 or (408) 691-7984 (cell).

NEWPORT 30, 1977. Very comfortable boat with two mains and three jibs. Good running reliable Atomic 4. Stove with oven. New dodger and sail cover. Propane BBQ. Call Eugene (209) 479-1769 or email: jrong@pacbell.net.



FISHER 30 MOTORSAILER. Complete refinish / refit. See Website for details: <<http://www.fisherlionheart.net/>> Call (408) 398-4057.

COLUMBIA 30, 1972. New sails, roller furler, cushions, canvas. Lots of cruising gear with fresh rebuilt Atomic. Asking \$20,000. Call (510) 331-9580 or email: frolic417@aol.com.

CATALINA 30, 1976. Clean, well maintained boat. Atomic 4 runs great. Newer sails, furling and canvas including dodger. Best Alameda location. \$19,500. Call (925) 830-2789.

CAL 2-30, 1971. Good vintage design/construction, easily made ready for race or cruise. Yanmar diesel, tiller steering, lots of sails. More info and pictures at <<http://www.geocities.com/slyfoxrwc>> Lying RWC. \$14,500. Call (650) 949-4640 or email: slyfoxrwc@earthlink.net.

NEWPORT 30, 1976. Berthed in Richmond. Three headsails, all lines led aft. VHF, stereo, Loran, depth and knotmeter, Mansfield holding tank system. Fresh Atomic 4. \$13,500. Call (209) 948-6465 (days) or (209) 463-1018 (eves).

RHODES 29 SLOOP. Stuart I/B, 6 hp Evinrude O/B. New bottom, hull and interior paint. 4 sails. \$2,000/obo. Also, 24-ft Islander Bahama, 6-ft headroom, wheel, 4 sails, 6 hp Johnson O/B, \$2,000/obo. (510) 535-0457 or (925) 642-7970.

ERICSON 30 Mk II, 1978. Monitor wind-vane, R/F. New head and H/T. Inflatable with outboard, lots of extras. Great condition. \$18,500. Call (650) 506-2729 (days) or (650) 593-9402 (eves).



PEARSON 30, 1974. Has Atomic 4 engine, needs work, and reliable 25 hp Yamaha outboard. Sleeps five. Galley and head. Includes 12 foot inflatable, 2 sets of sails, solar panel, 4 new lifejackets, and more. \$12,000. Call Carl (415) 379-6099.

RANGER 29. A solid, newly refitted cruiser/racer. Two sets of sails, one Kevlar. Self-tailing winches, all lines led to cockpit. Brand new standing rigging. Boat is clean and sails beautifully. Berth available. Asking \$15,000. (415) 459-5184 or email: y_daishan@hotmail.com.

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RAWSON 30 BLUEWATER CRUISER. Full keel, heavy fiberglass. Isuzu diesel. Stainless stove, club jib, factory bowsprit. New windlass, anchor and rode. 12,000 displacement, 5,000 ballast. Sister ship circumnavigated. Autocharger, autotiller. William Gardner design. Active fleet. \$7,000/obo. (510) 923-1383.

ISLANDER 29, 1967. Atomic 4 runs excellent, new cabin windows, new bottom paint, new dripless shaftseal, new interior paint and lighting. New varnish. Docked in Oakland. New 3-blade prop, new backstay. \$9,450. (209) 401-2337 (lv msg) or email: hankwilliams@attbi.com.



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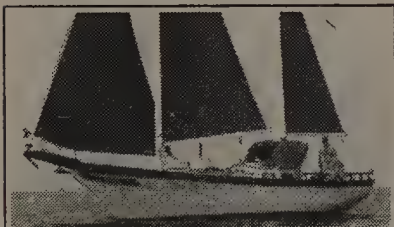
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32 TO 35 FEET

NANTUCKET CLIPPER, 1979. Builder: Offshore Yachts Int'l, Norfolk England. LOA 32', LOD, 29.5'. Beam 9.1'. Yawl rig, full keel, 6,500 lbs lead ballast. FG hull, inboard Volvo 14 hp diesel, newly overhauled. Fuel 10, water 20. Head, stove/oven, refrig. New compass and knotmeter. Depthsounder. Tiller autopilot. 110 genoa, main, mizzen, spare genoa, storm trisail. Roller reefing main. Very good condition, new top-deck and bottom job. Sound vessel. Great liveaboard, standing headroom 6-ft. \$22,495. Alex (415) 269-1823 or email: ja2rheda@yahoo.com.



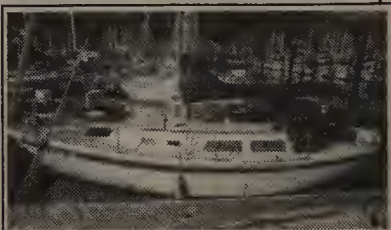
GARDEN 35 KETCH, 1965. Riveted wood, epoxy decks, Doyle tanbark sails, Yanmar 30 hp. A/C, Force 10 stove, Force 4 dinghy, 8 hp Nissan. New Lewmar winches. Strong, beautiful, updated, fully equipped. Possible liveaboard slip. Chula Vista. \$34,000. George (619) 425-6984 or email: georgetheleo@hotmail.com.

ERICSON 35 Mk II, 1970. Great sailer. Comfortable, liveable. Mahogany interior, teak brightwork. Proven coastal cruiser. San Diego. Come sail me. \$23,500. Call (760) 436-9991.

MELGES 32. Great, great boat, but owner wants to return to one-design. All equipment including trailer and outboard. Exceptionally fast and fun to sail. PHRF 27. \$100,000. (530) 583-8700.

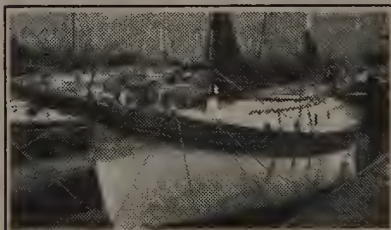
HUNTER 340, 2000. Antal 40 batten traveler system on mainsail, full mainsail battens, Dutchman sail flaking system and boom brake, rigid vang, vang and boom brake control lines led aft to the cockpit. Dodger with rear and side grab rails, retractable bimini, VHF radio, WAAS GPS, dual-station radar and chartplotter, backup GPS display, autopilot with remote control, integrated laptop interface with Raytech plotting software and digital maps of West Coast. Raytheon ST60 wind, speed, and depth instruments. Galley with refrigerator, 2-burner stove with oven, microwave, inverter/battery charger with remote control, stereo AM/FM and CD. New Mercury Quicksilver dinghy with new 4-hp 4-stroke Mercury. \$105,000. Please call (408) 737-3044 or (760) 375-6163 or (760) 382-7801.

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CAL 34 Mk III. NEW 12/02: Forespar mast, boom, Ullman main, ProFurl roller furling, standing and running rigging, bottom paint. Epoxy bottom, 2000. Electronics, H/C pressure water, CNG stove. Westerbeke 24 hp diesel, low hours. Sausalito slip. \$34,500. (209) 304-4723 or (209) 296-5199.

CORONADO 35 CENTER COCKPIT, 1974. Shoal keel. Perkins 30 hp diesel. 24-mile radar, Autohelm 4000, speed, depth, wind, GPS, SSB, VHF, AM/FM/CD. 200w solar, 12v refrig/freezer, Katadyn 160 watermaker, electric windlass, bimini/dodger. Stainless steel davits and motor hoist, Caribe RIB dinghy with 15 hp outboard. All 1999 or newer. Boat complete, ready to go. Owner moving to trawler. \$40,000. Email: SIRRAHIII@hotmail.com.

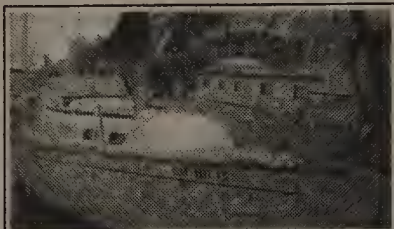


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CREALOCK 34, PRICE REDUCED. \$89,500. One owner. Immaculate condition. Completely cruise equipped. Provision and go. Call (626) 447-1871 or email: leslieb@hawaii.edu.

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ISLANDER 32, 1971. No blisters. New paint. 20 hp Volvo diesel. GPS, new compass. 36" wheel. Safe gas oven. Reefing furler sails and rigging in great shape. Full keel. Recent haulout, bottom paint and survey. \$25,000. Ron (510) 427-8696.

SPENCER 35, 1968. Beautiful condition. Liferaft, EPIRB, watermaker, SSB weather fax receiver, solar panel, Monitor windvane. Autohelm, dinghy, new roller furler, GPS, depth. Total re-rig including chainplates and staylocks. Bottom paint Dec. 2001. Located San Diego. \$34,900/ make offer. Email: onrust2@hotmail.com or call (619) 888-0258.

CATALINA 34, 1989. Clean. Double reef main, rigid vang, newer roller furling jib, cockpit cushions, canvas, dodger, new knot/depth, wind speed, VHF, CD/stereo. 3 new batteries, battery charger, microwave, refrigerator, custom mattress, Universal diesel. Ready to sail. Located Alameda. \$59,995. Call (831) 461-1844.



MORGAN 321 SLOOP, 1979. 11'05" beam. Skeg hung rudder, 20 hp freshwater cooled Yanmar diesel. New Pineapple main, 2-90s, 2-110s, storm jib, storm trysail, new mainsail cover. Radar, Furuno GP30 GPS, Garmin 162 chartplotter, 5 batteries, 20 amp, 3 stage battery charger, 3 stage regulator, pressure water, propane stove/oven, propane detector, A/B 12v refer. New lifelines, S/L 2-speed manual windlass, CQR, Danforth anchors. Documented, easily singlehanded. Very clean. Asking \$29,900. Call (510) 532-1629 or (510) 326-3793.

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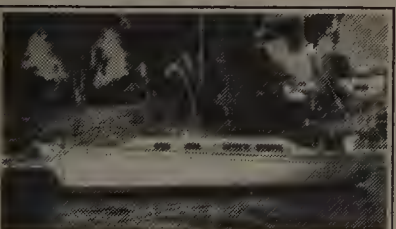
CATALINA 320, 2001. Excellent condition. Loaded with extras, too many to list. Bottom painted 7/02. Furling headsails and mainsail has Dutchman system. Diesel, GPS chartplotter, VHF and RAM, wind package, microwave, refrigeration, bimini, much more. \$99,900. (209) 727-3204 or (209) 327-2021.

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RUSTLER 32, 1968. Eight-ton cutter, classic plastic British-built Herreshoff design. New Westerbeke, 12/110 wiring. Nine sails, Monitor windvane, custom radar tower, much more. Lying Vallejo. \$25,000. Please call (775) 849-3441 or email: jdphdassociates@cs.com.

C&C 33, 1975. Surveyed and bottom done Oct. 2001. New head, sink, pumps, battery bank and starting battery. Newmar charger and shorepower, 110 plugs. Kevlar and dacron main and jibs, 3 spinners. Atomic 4, wheel. \$18,000. Call (707) 584-4662.

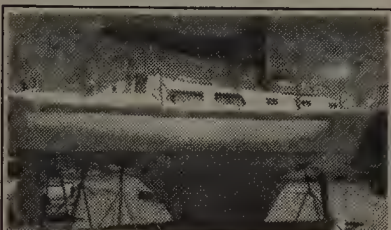


PEARSON 32.3, 1977. 46 watt solar panel, Autohelm, 23 hp diesel. Surveyed 2 years ago at \$34,500 plus skiff. Asking \$22,000. Will trade for pickup. Call (805) 720-3665.

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ERICSON 32, 1969. Very clean. Autopilot, depth gauge, two-way radio, Atomic 4 engine. Docked at Coyote Point Marina. Asking \$9,500. Must sell. Call Glen (650) 270-4852 or (650) 291-2881.

36 TO 39 FEET

CATALINA 36, 1993. Bluewater cruiser: Mexico, Tahiti, Alaska. Walk-thru transom. Standard extras plus full bimini, leechcloths, SSB, EPIRB, radar, AP and spare, dual VHF, GPS, TV, stereo, VHF, solar panels. New bottom. Well maintained, great liveaboard. \$84,500. Call (760) 751-4072 or email: ourjourney1@juno.com.

COLUMBIA 36, 1968. Docked in Sausalito. New upholstery. Roller furling, diesel engine. Survey price \$25,000. Asking \$18,000/obo. Call (415) 883-6464.

CASCADE 36. Fully equipped. 1998 Yanmar, Furuno radar, Force 10 stove, Monitor windvane, solar panels, wind generator, spares, lots more. Surveyed at \$100,000. Asking \$68,000. See Website: <www.svmariah.tv> Call (727) 864-0754.

CATALINA 36, 1985. Pristine condition. New rigging. Cruising and racing sails. Rigged for shorthanded sailing. Only two owners. Low engine hours. Garmin GPS. \$49,500. For pictures call (415) 435-4909 or email: ponokaitoo@aol.com.

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ERICSON 38, 1990. Excellent condition, MaxProp, low hours on engine. New bottom 2001. New Raytheon radar, GPS, DS, KM, WS, full cover. New windlass. Located Portland. For details see Website: <www.saweeks.com/serenity> \$115,000. Call (360) 696-4955.

CATALINA 380, 1999. Like new. Extensively outfitted for safe comfortable bluewater cruising: Winslow liferaft, ICOM SSB, Avon dinghy, solar panels, etc. For more information and pictures see Website: <www.geocities.com/dboat321> Call (619) 840-3275 for owner's low, non-brokered price.

CAL 39, 1978. Excellent condition, maintained by Bernie Wills. One owner. Docked at San Francisco YC since purchase. Best quality hardware and rigging. Barient winches, roller furling plus 90, 110, 150 jibs, windpoint, windspeed, VHF, refrigerator, propane stove, Charlie Nobel fireplace, liferaft, many other features, cruise ready. \$59,000. (415) 472-3811.

HANS CHRISTIAN 38-T, 1979. Cutter rig, 50 hp. Custom stainless arch with radar, GPS map, autopilot, inverter, VHF. Bottom paint, Bidata, brightwork 2002. Main, Kevlar jib 2000. Winner last two HCOA regattas. Beautiful. \$122,500. Please email: privilegedvessel@yahoo.com or call (209) 604-3077.

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UNION 36 Mk II CUTTER, 1984. 100 gal fuel, 140 gal water, 400 gpd watermaker. New Simrad instruments and A/P. ICOM 710RT HF with Pactor II. DCS VHF with RAM. Furuno radar, GPS. Interphase chartplotter. 75w solar, wind gen, Technautics refer. Mast rewired 2000. Custom V-berth mattress. Dinghy and outboard. Roller furling headsails. Standing/running rigging new 1999. Perkins 4-108. \$95,000. Call (925) 373-3950 or email: union36apophyge@aol.com.

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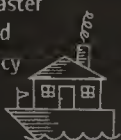
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CAL 39 RACER / CRUISER, 1988. Fast, sexy and a joy to sail. Raymond Hunt design, extremely clean, well equipped and maintained. Many upgrades, similar in appearance and layout to Sabre 402. Loads of sails and gear. \$119,500. Call (707) 746-8746.

ISLANDER 36. Perfect for fixer-upper. Hull and spars in good shape, used as liveaboard for ten years. Needs new engine. \$18,000. Russell (510) 531-3925 or email: rkshroff@pacbell.net.

LANCER 36, 1979. Extensive refit 1995. Full batten main, roller furling soling jib, cruising chute, pole. New instruments, hatchets, portholes, headliner, upholstery, several layers bottom paint, MaxProp and more. Freshwater boat, little used since refit. Must sell. \$36,000. Call Rob (209) 462-3202.

CATALINA 36 Mk II, 1999. Dodger, cockpit table and cushions. Raytheon autopilot, wind machine, depth, and speed. Extra start battery with Link 10 monitor and combiner. Low engine hours, professionally maintained, never raced. Located Alameda. \$115,500. Call (209) 728-2554 or email: scubapony@aol.com.

39-FT STEEL BARENS SLOOP, 1985. New propeller, shaft, bottom. 2 double cabins, large navigation table, long galley, solar, wind generator, liferaft, dingies, outboards, GPS, VHF, autopilot, depth, inverter, roller furling genoa, flush deck, fin keel, Perkins engine. \$32,000. Call (530) 458 3818.

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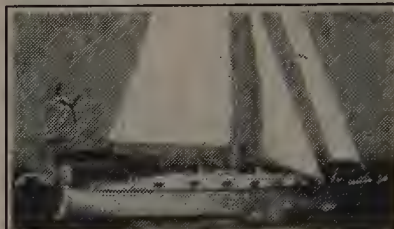
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ISLAND PACKET 40, 1994. Bay Area. Excellent condition. Fully cruise equipped. Spectra watermaker, 2 A/Cs, Windbugger, 2 solar panels, ICOM SSB, Raytheon radar on arch, B&G network, liferaft, stereo, Avon dinghy, more. \$235,000/obo. (209) 727-5165 or email: jbaker1530@aol.com.

45-FT STEEL KETCH, 1995. Veteran cruiser, custom built, U.S. documented. Diesel motor, generator, autopilot, SSB, radar, GPS, plotter, much more. Great boat, excellent price. \$85,000. Please call (360) 330-0637. Leave name, address, email and will send equipment list, photos, appointment for inspection or email: SVTOPLESS@yahoo.com.



SABRE 402, 1999. Best equipped Sabre 402 on the market. \$70,000 under new boat cost. Lying San Diego. Dark blue hull, tapered spar, most factory options plus Robertson pilot, Furuno color GPS plotter, Force 10 stove/oven, Technautics holding plate refrigeration, cruising chute. VacuFlush head, big Furuno radar, B&G instruments with repeater, 5 AGM batteries, inverter. Link 2000, 3-blade MaxProp, dripless shaft log. Yanmar, dodger, cockpit cushions, etc. Beautiful. \$329,000. Please call (858) 578-1503 or email: tbrown5@san.rr.com.

PETERSON 44, 1980. Center cockpit, 2 staterooms, 5 sails. Perkins 4156 62 hp motor. Wind generator. Dinghy and outboard. Very safe and comfortable. In French Polynesia. \$110,000. Email for complete equipment list and pictures: laurence.baes@mail.pf.

SPINDRIFT 43, 1983. *Delight.* Serious cruiser, double-ended pilothouse cutter. Solar panels, wind generator, dodger, 2 watermakers, 2 refrigeration systems, new stove, custom shower, diesel heater, davits, mast re-done. Excellent condition. Continuously upgraded over last 15 years. \$173,000. Email: dcolvin@jetlink.net or call (805) 813-0818.

GULFSTAR 50 KETCH, 1977. Center cockpit, 62 hp diesel, 100 gals fuel, 200 gals water. Robertson autopilot, Furuno radar, Harken furling, Lighthouse windlass. Separate refrig/freezer, 8 gph watermaker, Sailomat windvane, solar panels, 406 EPIRB. Ready to cruise. \$102,000. Call (209) 795-7904 or email: jemrfy@yahoo.com.



FIRST 45f5 BY BENETEAU. Asking \$135,000. Yes, that's right. It's not a typo. 1991 three cabin version of this Bruce Farr designed model. Yanmar diesel. Newer Hood Vectran 135% jib on ProFurl. Newer Hood Vectran full battened main with Batslides and Dutchman system. Autohelm radar with radome on backstay. Rigid vang. Dodger with cover. 3-blade Max feathering prop. Holding plate fridge. Newer KVH Quadro depth/log. Autohelm 6000+. Navtec backstay tensioner. This is a phenomenal yacht which has been well cared for and much loved, but the new one is on its way. This is a great opportunity to own a high caliber yacht at a great price. Call Chris (415) 505-4589.

TARTAN 40, 1989. If you dream of sailing to far off places, this exceptional bluewater cruiser could be for you. Well equipped with cruising goodies, ready to go. Offered below market at \$135,000. Berthed in Alameda. Please email: svobsession@hotmail.com or call (541) 746-0540.

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CATALINA 42. 3 cabins, radar, autopilot, Loran, GPS, SSB, loaded. Excellent condition, ready to go. Located in San Francisco Bay Area. Call Art (916) 257-1063.



WAUQUIEZ AMPHITRITE 43, 1982. For sale by owner. Elegant liveaboard. French-built center cockpit with flush deck. This is an exceptional offshore cruising ketch. San Diego. No brokers please. Well below market. \$129,000. Call Jack (619) 920-3310 or email: TobinFun@aol.com for photos/details.

KELLY-PETERSON 44, 1977. Center cockpit, two staterooms, two heads. New Yanmar, LP, fuel tanks. Robertson autopilot, solar panels, Ham, radar, dinghy, outboard. Very clean boat. Call for complete equipment list. In San Carlos, Mexico. \$130,000. Call (520) 742-2727 or email: svubetcha@aol.com.

COLVIN STEEL SCHOONER, 2001. 48-ft LOD. Junk rig, tanbark sails. Beautiful traditional Pinky, loaded with all new cruising equipment, Perkins 4-236. Very seaworthy, recently returned from Mexico cruise and currently lying Friday Harbor. View at <www.SandsEndSailing.com> \$155,000. Steve (360) 370-5157.



SPIRITDANCER, RARE NORDIC 40 built in Bellingham, WA. Showstopper with new non-skid, new radar, tridata, repowered. All teak interior, enclosed aft stateroom, custom dodger, custom lighting. Lavac head with holding tank, dinghy with engine. \$138,000. Call (949) 500-7286.

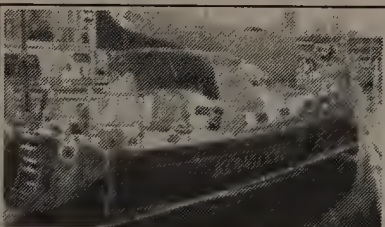
CAL 40. *Ariel.* Cruising tested, ready to go again. Custom oak interior. Modern electrical, 406 EPIRB, liferaft, HF email, forward scanning sonar, new Zodiac, outboard. ProFurl jib reefing, extensive spares, much more. Website: <http://realchuck.home.attbi.com> (no 'www') for pics, inventory. (408) 356-1103 or email: goodchuck@juno.com.



ISLANDER 41, 1979. Mexico vet. 20 gph watermaker, freezer, electric windlass, 2 autopilots, davits, solar panels, radar, VHF, GPS, Ham, depth, roller furling. Pictures at Website: <http://home.attbi.com/~sailmakai/makai.htm> \$75,000. (562) 537-7784 or email: sailmakai@hotmail.com.

HANS CHRISTIAN 43T KETCH, 1979. New 75 hp Yanmar with dual Racors, new rigging, new Harken furler/traveler, new primary wiring, equipment. Custom interior: tile, marble. Website: <http://home.mindspring.com/~mary43t/> Bluewater cruiser. San Diego. Reduced. \$159,000/obo. Call (619) 222-1116.

FREEDOM 40, 1976. Center cockpit. Lots of extras. Cruised Mexico, Hawaii and Alaska. Excellent shorthander. Swing keel, radar, GPS, watermaker, Perkins 4-154. Refit in progress. \$69,000 once complete. Email: abthomas@pugetsound.net or call (360) 856-0100.



PASSPORT 41, 1990. Immaculate. Navy hull, teak decks, aluminum top rail. Carbon fiber spade rudder with deeper draft keel makes this a fast performance cruiser. One of the last built using solid teak staving, white teak battens overhead. Marble counter in head, separate shower. C-shape dinette, V-berth layout. All stainless Ted Hood port. Only 800 on engine. Superior gear, no money spared. This boat reflects all new Royal Passport upgrades. Replacement value, \$425,000. Call for photos, gear list. Asking \$259,000. (415) 552-6954.

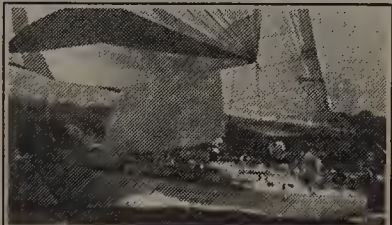
HARDIN SEAWOLF 41, 1978. Seaworthy classic fiberglass ketch, lovingly maintained by liveaboard owner/woodworker in Sausalito. Berth may transfer. Newly rebuilt Westerbeke 50 and most systems recently restored or replaced. Spacious and bright. \$62,000. (415) 412-4370.

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SWAN 41, 1976. Sparkman & Stephens design. Fast, solid, and very well maintained. North sails, Perkins diesel, central heat/AC, refrigeration, custom V-berth and nav station, autopilot, electric windlass and GPS. Located SF Bay Area. \$112,000. Call (415) 377-1964.

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48-FT COLD-MOLDED CRUISER. Lapworth performance design. Sleeps nine, two heads, electronics, sail inventory, ready to go. See Website: <www.jessiesontheloose.com> for complete info and pictures. *Nalu IV* on SF Bay. Price reduced to \$99,000. Call (510) 769-6753 or email: nalufour@compuserve.com.

HARDIN 45, 1982. Refurbished, many extras, proven world cruiser. Many upgrades, fully equipped, priced below market for this boat to sell at \$135,000. If you like Hardins, this is for you. Beautiful. Located in Chula Vista, CA. (520) 887-2369 or (520) 603-0599 (cell).

TASWELL 43 CUTTER, 1992. Excellent condition. Autohelm 7000, Furuno 24-mile radar, Yanmar 50 hp with dual Racors, GPS, chart plotter, ICOM SSB/Ham. Martec feathering prop, watermaker, Glacier Bay refrigeration, cruising spinnaker, EPIRB, liferaft, davits, etc. \$325,000. No brokers. (707) 996-8175.



LIBERTY 458, 1983. 46-ft cutter, aft cabin, den with double bunks, 2 heads, center cockpit, windshield, full enclosure, new Hood Vectran fully battened main with roller furling headsails, diesel heater, washer/dryer, liferaft, watermaker, GPS, SSB, weatherfax, radar and more. See Website: <www.emard.com> \$179,500. Call (415) 383-8122.

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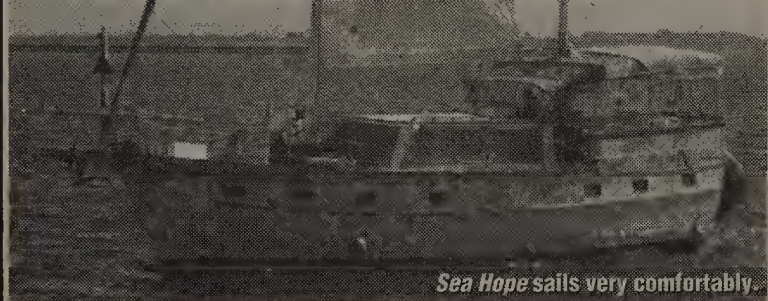
65-FT MacGREGOR PILOTHOUSE CUTTER, 1990

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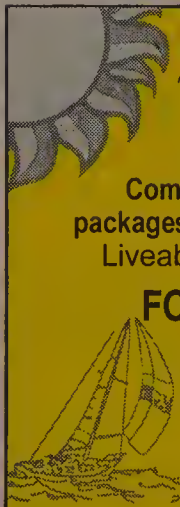
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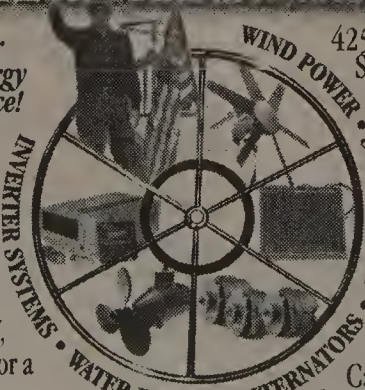
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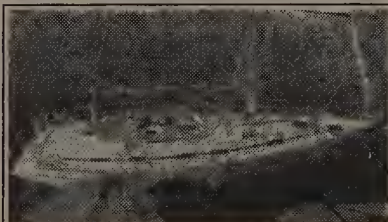
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40-FT FERRO CEMENT CUTTER. Sails and mast, no chainplates. Needs work. Some interior, galley, bunks, flooring. \$5,000. Call Mike (925) 766-4421 or (925) 210-3031 (lv msg).



MORGAN 41, SLOOP, 1972. Three years of renovation transformed this world cruising vet into best 41 on the coast. Complete with new stainless mast pulpits, davits, radar arch, custom nav console, full cockpit enclosure, standard electronics. Sparcraft mast and boom, full-batten main, eight bags of sails, roller-furling. Electric windlass, solar panel, Avon RIB, Sterling LP paint job, new upholstery and foam, fireplace, two heads with showers, two fridges, custom computer station, cruise anywhere, great liveaboard. \$79,900. Please call (562) 706-4334 or email: sailfast6@juno.com.



BAVARIA 44, 2001. Gorgeous center cockpit yacht by German quality builder. Better than new at a \$70,000 discount. Superb liveaboard and passagemaker. 59 hp Volvo, Furling main, 2x electric Harken winches, Raytheon 6000+ Autopilot and much more. Reduced to \$215,000. An excellent value at this price. Trade-in of smaller boat considered. Lying Alameda. Free delivery on West Coast. For full specs and details call (510) 282-4451 or email: norsk_seiler@yahoo.com.

WESTSAIL 42, 1974. Cutter rigged, dark green hull, LPU 1999. Aft cabin, center cockpit, hard dodger, teak decks and interior, new electronics. 80 hp Perkins diesel, too many items to list. Go anywhere in this boat. \$85,000. Call (831) 469-4551.



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HUNTER 460, 2000. Unbelievably equipped and Bristol. 2 staterooms, 2 heads plus full office/pantry. Furling main, gen set, AC, dual station radar/chart, tons more. See full specs and photos at <http://briefcase.yahoo.com/h460cabernet> \$233,500. Call (707) 758-9046.

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FORMOSA-PETERSON 46, 1981. Center cockpit cutter. Cruise equipped. Dodger, fireplace, AP, vane, solar, radar, electric windless, plus much more. Rebuilt 90 hp Ford diesel. \$79,000/obo. Please call (510) 523-7752.

51 FEET & OVER

TAYANA 52 AFT COCKPIT. Lying West Coast. 1993 Robert Perry designed, superb cruising yacht in Bristol condition. Fully loaded, ready for offshore. New sails, dodger, bimini and upholstery. Yanmar 110 hp turbo, Max Prop, in-mast furling, genoa furling. Monitor windvane, Autohelm Sea Talk system interfaced with GPS. Electronic charting interfaced with GPS and radar. Weather fax, SSB, VHF, 20 GPH watermaker, fridge, freezer, Heart inverter, liferaft, EPIRB, etc. US\$345,000. Email: tayana522002@yahoo.ca or call (604) 272-2421.



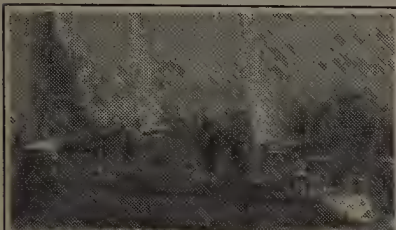
REICHEL/PUGH 70. Taxi Dancer is unquestionably one of the finest sleds ever built and cared for. Price reduced to \$399,000 or lease option for TransPac or ?. See much more info and pics at Website: www.taxidancer.us Inquiries directed to Rick Yabsley (805) 689-6362.

FORMOSA 51 KETCH, 1981. Hauled 01/03. Black fiberglass hull, teak decks, trim, Sitka spruce spars, roller furling boomless main, staysail. 80 hp Ford Lehman diesel, much more. Beautifully maintained. Set up to singlehand. \$139,500. Call (650) 326-1430 or email: capttd@pacbell.net.

HUNTER 54. Completely refit. New mahogany interior. New LPU. Carbon fiber retractable pole. New mast, rig, line. New diesel. New epoxy bottom. All new electronics. Autopilot. All new hardware. Water ballast. This is a must see. \$96,000. Call (415) 385-1626.

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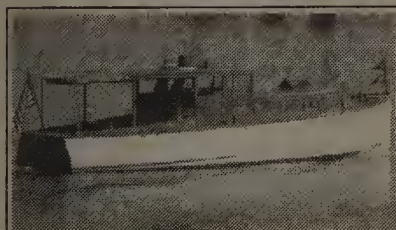


SUPER MARAMU AMEL, 1998. 2 autopilots, watermaker, genset, bow thruster. 3 freezers, 3 air conditioners/heaters, washer, micro, TV/VCR, 710 ICOM, 36-mile radar, 110v, 220v shorepower, inverter. 8-man liferaft, Zodiac and motor. Lying San Francisco. \$575,000 invested. Must sacrifice \$450,000. (775) 265-5767 or email: amel98@delpro.com.

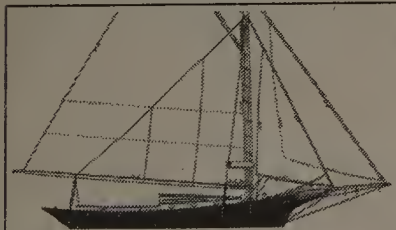


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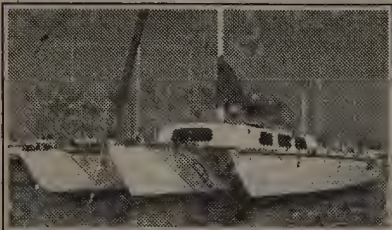
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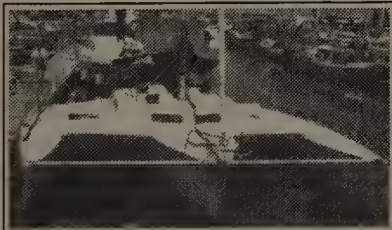
GEMINI 105, 1997. 34-ft catamaran. Autohelm wind, speed, depth, autopilot. Westerbeke 27 hp with sonic drive. Roller furling genoa, dinghy davits, Garmin 180 GPS, battery charger, CDE, custom canvas, BBQ, aft shower, low engine hours, well maintained. \$120,000. Please call (831) 759-9145.



31-FT BROWN TRIMARAN, 1975. In fair condition. Sleeps 3. Head, shower, galley, generator, 10 hp Johnson outboard. Sails and rigging good condition. 1998 boat survey available. Moored in San Diego. \$12,500/obo. Jim (909) 313-3948 or email: rolfddogg@hotmail.com.

SEARUNNER 37, 1983. 39x23. Yanmar 3HM35, low hours. Diesel stove and heater, KM, DS, 3 anchors, new staysail and running rigging. Autohelm 3000. See at Website: www.kpunet.net/~karlyen/EquipmentList.html. Asking \$45,000. Call (907) 723-0487.

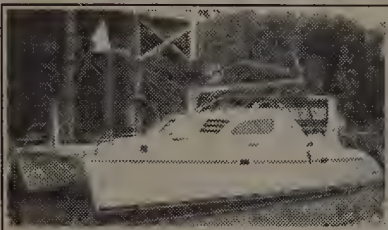
40-FT TRIMARAN, KHSD, 1990. Incredible boat, light and fast. Epoxy, glass, wood, carbon. 30-ft beam. This isn't a little Corsair. New sails, rudder, board, electric start engine. Great condition. With mooring and dinghy in Newport Beach, CA. \$85,000. Call (949) 637-2933 or email: Ssharpsjc@cox.net.



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VICTORY 35 CATAMARAN, 2000. Spacious, comfortable cruising cat. Never chartered. Excellent condition. Set up for singlehanded cruising. Would make ideal liveaboard. Asking \$193,900. See: www.catamaranforsale.com for pics and equipment list. (925) 989-3033 or email: CatamaranForSale@hotmail.com.

CROWTHER CAT CATENA. Bluewater cruiser. 38.5 LOA, 20-ft beam, cutter rig. Perkins 4-108 diesel drives twin 15" screws through Spencer hydraulic system. Reinforced Airex sandwich hull construction makes her instantly beachable. Wheel steering, radar, basic electronics, 7 sails. Engine drive compressor cools large freezer/refer in an expansive galley. Sleeps 6. 2 heads. Very good condition, maintained in dry storage in Guaymas, Sonora, Mexico. Price reduced to \$52,000. Principals only. (520) 690-5766 or email: coaster1930@frontiernet.net.

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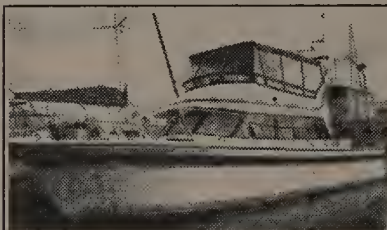
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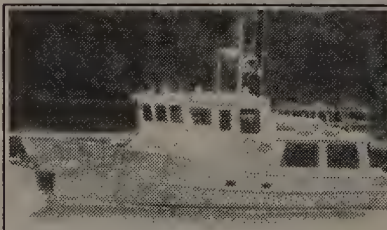
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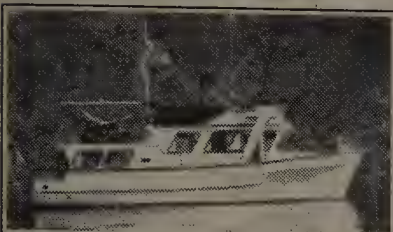
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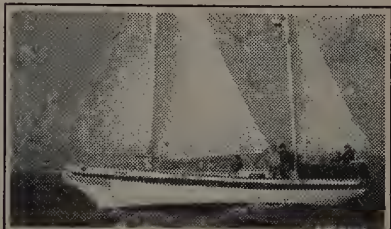
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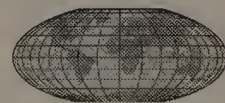


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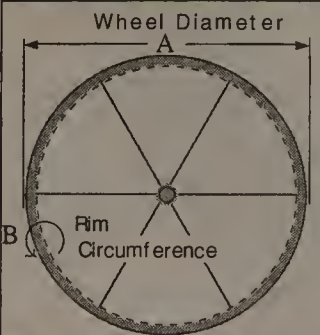


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MASTER MARINERS. An association of people who own and love wooden and traditional sail boats. Our purpose is to foster participation in yachting and the preservation of well designed, properly constructed and well maintained classic and traditional sailing craft. Coming events: May 16, Sponsors Lunch, St. Francis YC; May 24, Annual Regatta, Encinal YC. Membership, please call Dick Wrenn (510) 654-7704 or email: dickw8@pacbell.net. See Website: www.MasterMariners.org

ISLAND YACHT CLUB, Alameda Marina. Looking for a few good members. Home of the Norcal Women's Sailing Seminar. Friday Night, Bay, and Women's races. A volunteer club. Cruising, racing, dinners, friendship, fun. Please see Website: www.iyc.org. Call David/Devon (925) 820-5637.

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SAFE BOATING CLASSES offered to the public in the Sacramento area. The six-week course begins on April 7, 7-9pm at the El Dorado Hills Community Activities Bldg, 1021 Harvard Way, El Dorado Hills, CA. Call (916) 492-5566 for further details.

SAN FRANCISCO SAIL & POWER Squadron. 5 week public Boating Safety Course starts April 1, 2003 for 5 consecutive Tuesdays, 7 pm to 9 pm, at the Golden Gate Yacht Club in San Francisco. Call Keller (415) 731-4255.

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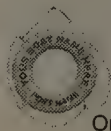
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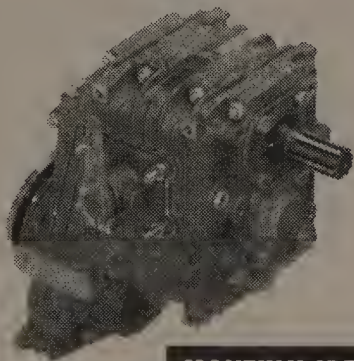
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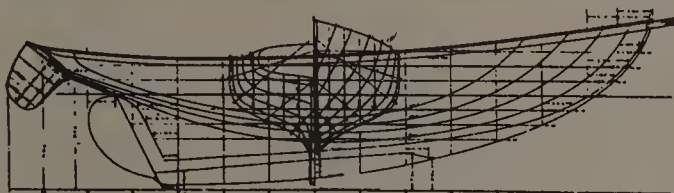
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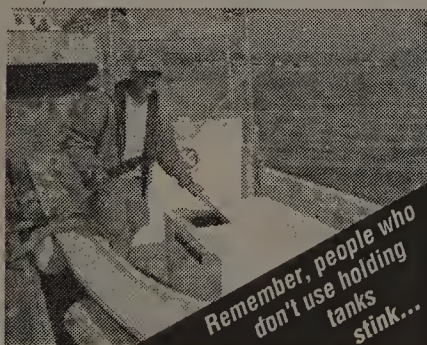
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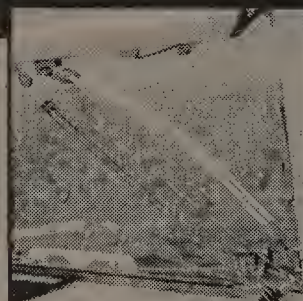
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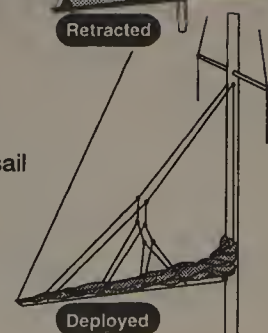
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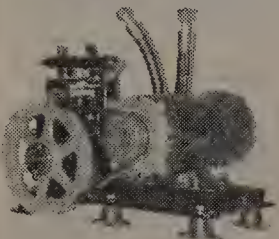


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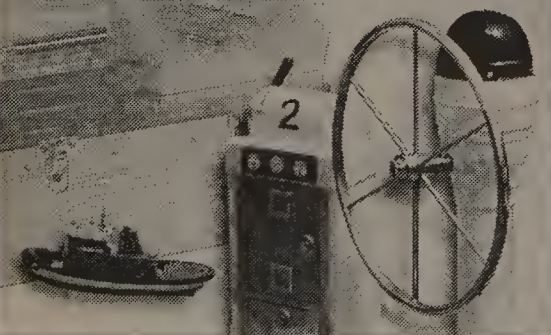
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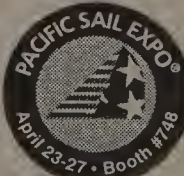
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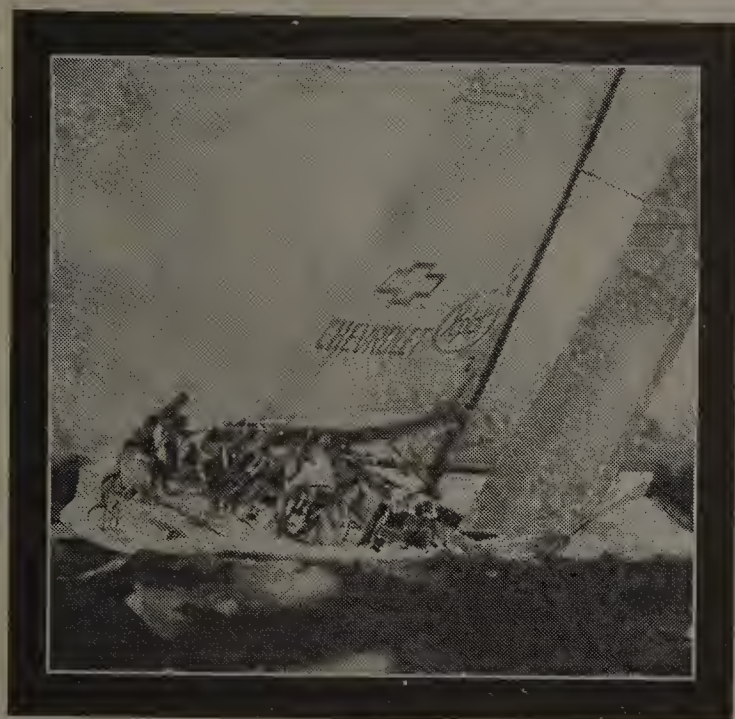


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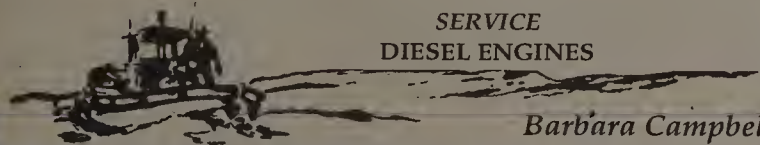
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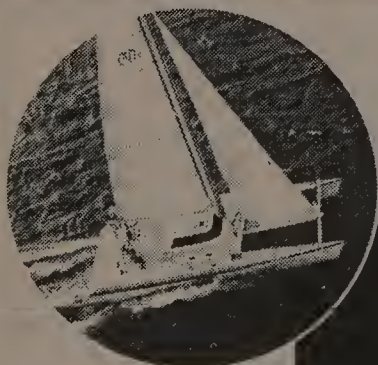
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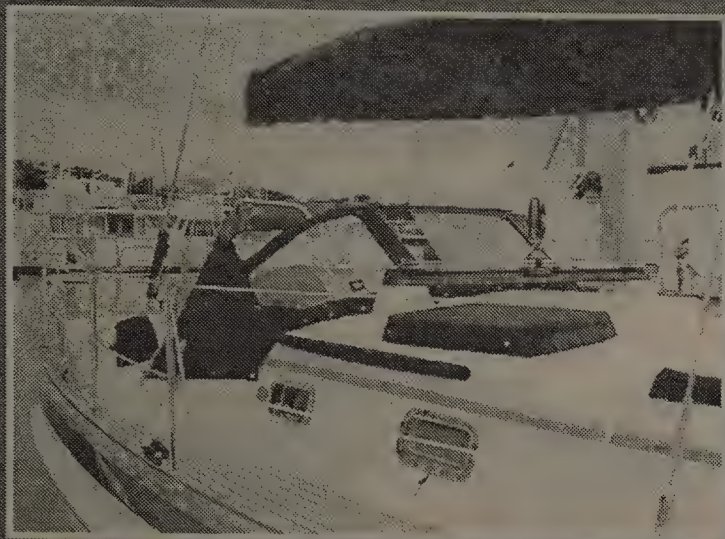
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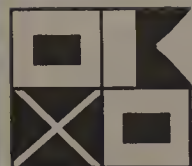


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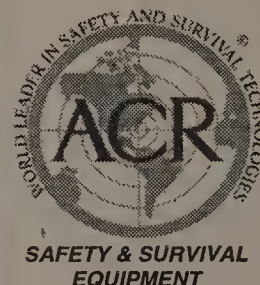
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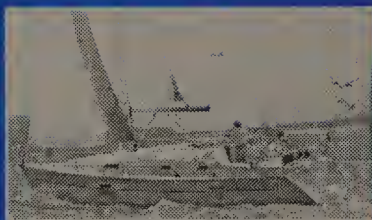
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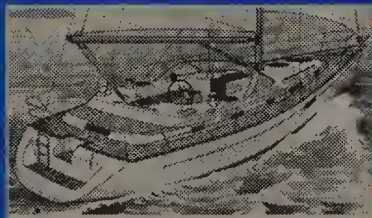
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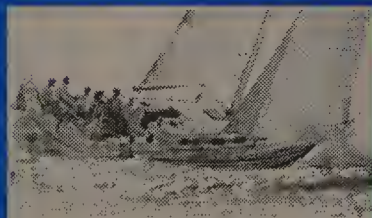
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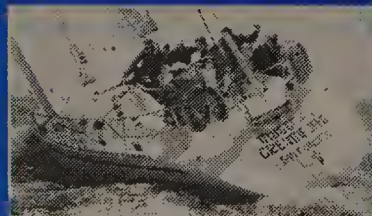
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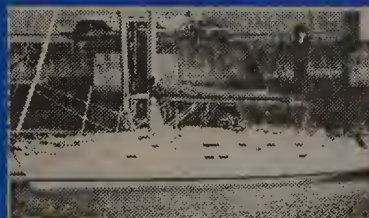
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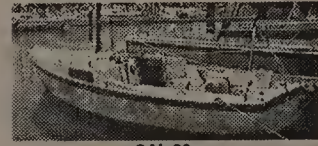
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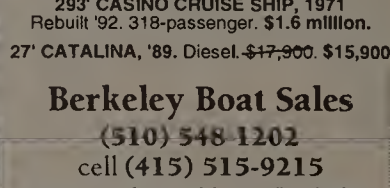
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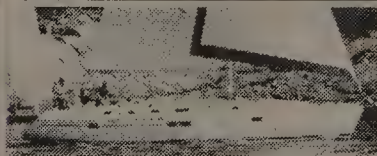
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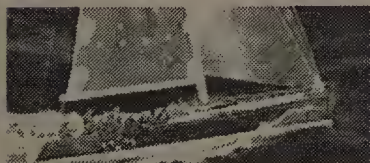
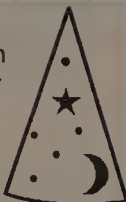
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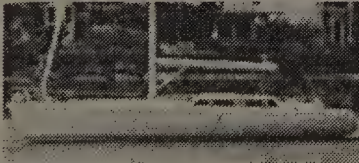
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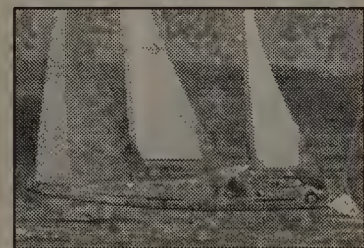
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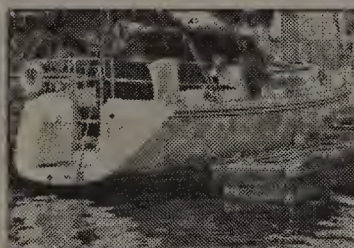
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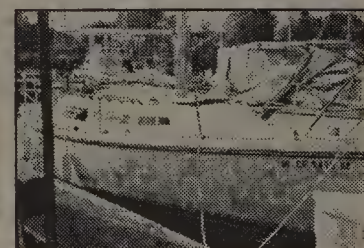
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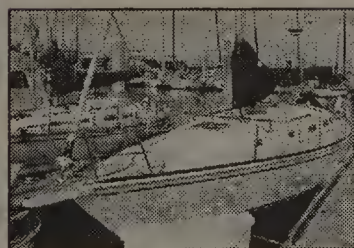
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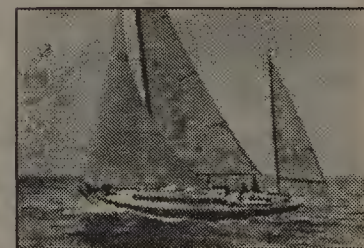
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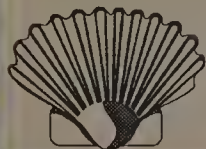
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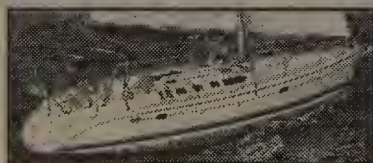


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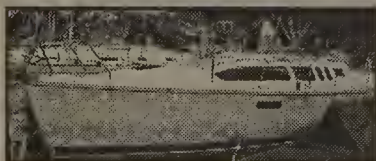
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47' PETERSON PH MOTORSAILER, 1989
Dual helms, full furling,
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Ready to go in comfort.
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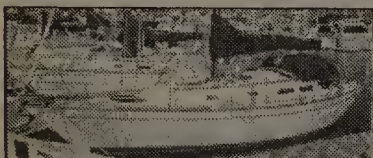
53' SKOOKUM KETCH MTSL, 1975

Designed by Ed Monk, 120 hp Ford Lehman, generator, inverter, dual steering, refig/freezer. Stout offshore cruiser. Factory complete. Recent haulout/bottom painted. **Asking \$225,000.**



47' VAGABOND KETCH

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CAL 39 SLOOP, 1978

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36' UNION POLARIS, 1985

Robert Perry design, radar, GPS, autopilot, wind instruments, dodger, watermaker, excellent condition. **Asking \$95,000.**



33' NAUTICAT MOTORSAILER, 1983

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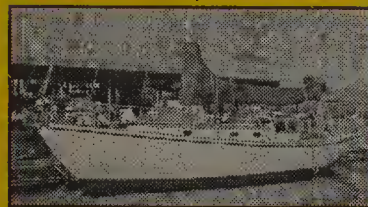
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**44' Roberts Ketch
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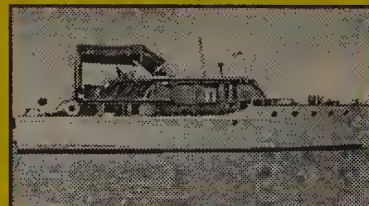
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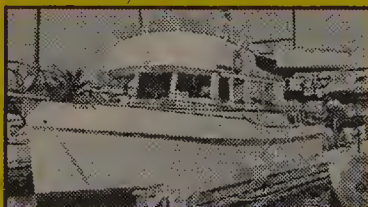
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**42' Grand Banks
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45' Columbia, '75 \$66,500
41' Ohlson, '67 \$60,000
39' Samson, '79 \$29,000
36' Cal, '66 \$30,000

33' Hans Christian, '86 ... \$100,000
32' Dreadnaught, '82 2 frm \$39,000
28' Fisher Cat, '77 \$60,000

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Lovely cold-molded gaff-rigged topschooner, designed by William Crealock as a luxury long-distance cruiser, maintained with open checkbook, shows Bristol. Recent work includes engine rebuild, new genset, hull LPU'd, decks refinished, rewired, recent new sails, etc. Current Coast Guard certificate. **\$995,000**



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47' TAYANA CENTER COCKPIT CUTTER, 1991

Well-equipped Robert Perry-designed center cockpit cutter, large fin keel, skeg-hung rudder, deck-stepped mast. Very nice inside & out with renewed brightwork and teak decks, full electronics, rebuilt winches. Spacious interior, recently renewed upholstery, flawless teak joinery. **\$265,000**



NEW LISTING

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44' BAVARIA CENTER COCKPIT, 2000

Performance cruiser from one of Europe's premier sailboat builders shows as new. Borealis is competitively priced and one of only two now available in the U.S. Well equipped with low hours on Volvo Penta diesel, Harken electric winches, in-mast main, all components highest quality, NO teak decks! **\$215,000**



REDUCED

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52' IRWIN, 1984

Some of the roomiest accommodations you're going to find on a yacht this size! Never cruised, very low hours on Perkins diesel and Westerbeke generator, new electronics and numerous recent cosmetic upgrades (\$20,000+ spent in past year).

Significantly reduced to \$185,000, below market.



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37' SHANNON CUTTER-RIGGED KETCH, 1987

The only Shannon 37 on the market at present, this boat is both clean and well equipped. She's always been meticulously maintained and equipment list includes a refurbished interior, updated standing and running rigging, full cruising electronics and a rebuilt engine. By appointment.

\$179,000



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40' JEANNEAU SUN ODYSSEY, 2001

Well equipped and very clean late model aft-cockpit cruiser with three staterooms, dual helms, low hours on engine. Also dodger, full electronics, roller furler headsail. Note this is one of the few boats of this size with dual helms and is also the deep-draft version, preferable for the Bay.

Now \$157,000



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43' HUNTER 430, 1995

Designed to deliver style and comfort in a vessel that's fast, easy to sail, stable and comfortable, this yacht will be available for inspection in early June. Original owner, boat VERY competitively priced.

Owner motivated.

Now \$149,000



NEW LISTING

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43' C&C CENTER COCKPIT, 1983

This classic has been extensively renewed and updated, including a reported \$100,000 of custom interior work in 1962-1964. Recent work includes replanking, rewiring, replumbing, new upholstery, new electronics, renewed brightwork and paint, new rigging and sails (including ProFurl roller furling). Must be seen by anyone who appreciates these rare beauties. **\$139,000**



NEW LISTING

See at:
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40' HUNTER LEGEND 40.5, 1996

This one owner vessel spent a good part of her life in fresh water, has never been chartered and shows as new. 350 hours on Yanmar, two stateroom/two heads, tremendous amount of light below, boat looks like she's never been used.

\$136,000



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34' HUNTER 340, 1998

Exceptionally comfortable and functional for a boat this size, both inside and out: two private staterooms, large head w/shower and a salon that can seat eight plus a great cockpit for sailing or entertaining. Lightly used vessel with only 260 hours on Yanmar diesel, sails look as new, low maintenance exterior. She'll make a fine Bay boat. **\$84,500**



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41' CHEOY LEE OFFSHORE KETCH, 1979

Restored classic cruising ketch. Pride of ownership throughout, see to appreciate. 2001 survey notes, "This is an immaculate and nicely refurbished vessel which has an excellent construction layout by one of the world's best builders." Less than 300 hours on repowered diesel. Transferable Sausalito Yacht Harbor slip. **\$79,900**

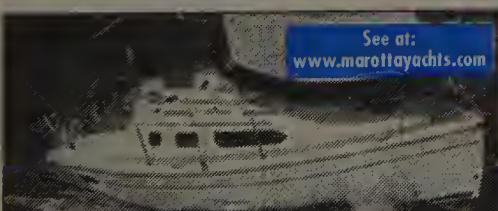


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32' HUNTER 320, 2000

The 320 is already being hailed as another hit from Hunter, perfect for Bay or coastal. Very clean boat, deep draft version preferable for the Bay. Transferable Sausalito Yacht Harbor slip.

\$79,000



See at:
www.marottayachts.com

29' HUNTER 290, 2000

For a boat this size, the Hunter 290 offers an amazing amount of space both above and below decks and was one of Sail magazine's "10 Best" for 2000; this particular boat is lightly used (only 57 hours on Yanmar diesel), well equipped and shows as new.

\$59,000



NEW LISTING

37' ERICSON, 1974

This classic Bruce King design is, in addition to being a very good Bay boat, also very capable in the ocean. She's been well maintained with a Westerbeke diesel upgrade in 1989, recent radar, speed log, depth meter and autopilot, new dodger, and brightwork just renewed.

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REDUCED

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36' C&C, 1979

This well-found racer/cruiser is immaculate, shows more like a boat from the 1990s than actual age! Much updated equipment, new interior, new electronics (including radar), new running rigging, repowered with Yanmar diesel in '96. Fixed keel, roller furler, dodger, wheel steering.

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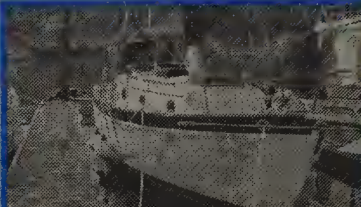
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44' LANCER MOTORSAILER, 1981.
Twin Perkins, dual steering stations. New custom
interior. Yanmar genset. **\$115,000.**



39' SPARKMAN & STEVENS YAWL, '56. Vintage
classic, more than Bristol. Meticulously, professionally
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31', PACIFIC SEACRAFT MARIAH
Wheel steering, SSB, AP, radar, electric
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65' LOD CREAKLOCK SCHOONER, 1984
Charter her for a day or own her for the passage
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57' BERGER, '62
Aluminum, completely refurbished inside
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Very motivated. **\$345,000**

SAIL				POWER			
60' Hartog	'84	99,000	34' Catalina	'86	56,000	50' Stephens FD MY	'66 169,000
57' Bermuda Ketch	'75	79,000	34' Cal Mikill	'76	34,500	50' Chris Craft	'60 69,000
54' Roberts (steel)	'83	260,000	33' Hans Christian	3 from	99,000	49' Steel commercial vessel	220,000
51' Beneteau	'87	125,000	33' CSK	'65	18,900	49' KHA Shing (2) '84 & '82 from	179,000
50' Gulfstar MKII	'77	102,000	33' Norwest	(2) '77	55,000	45' Chris Craft	'62 59,900
50' Rover	'80	49,000	32' Islander	'78	39,900	44' Bestway C.P.M.Y.	'84 130,000
48' C&C LF	'80	139,000	32' Pearson Vanguard	'63	29,500	43' Commercial SF cert.	'85 Inquire
45' Freedom	'91	244,000	32' Herreshoff	'88	45,000	42' Ocean Alexander	'89 259,000
45' Liberty 458	'83	197,500	31' Pacific Seacraft Mariah	'80	80,000	42' Grand Banks	'67 89,900
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43' Spindrift PH	2 from	95,000	30' Santana	'75	19,500	38' Californian	'76 89,000
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42' Lu-kat	'00	299,000	30' Cal	'69	15,000	34' Bay Liner Avanti	'87 49,500
42' S&S	'70	57,500	30' Lyle Hess NICE	'97	145,000	34' Unifite	'77 35,000
41' CT CC	'72	49,500	29' Ericson	2 from	14,000	34' Chaparral	'92 34,500
40' Sabre 402	'96	269,000	29' C&C	'86	24,000	34' Sea Ray	'86 56,000
38' Cheoy Lee	'78	44,990	29' Hunter	'00	65,000	34' Silverton	'90 79,000
38' Downeaster	2 from	55,000	28' Herreshoff, diesel	'50	16,500	33' Sea Ray	'96 105,000
38' Morgan	'79	49,000	28' Jensen	'60	22,000	33' American Marine	'73 69,900
38' Morgan 381	'93	129,000	27' Ericson	'75	17,000	33' Jeffries	'52 39,000
38' Atkins	'56	45,000	20' Cape Cod	'85	7,000	32' Bayliner 3270	'86 49,000
37.5 Hunter Legend	'87	74,900				32' Tolly Craft	'64 26,500
37' Rafiki	'77	75,000				31' Chris Craft	'01 89,000
37' Islander PH	'86	65,000				29' Wellcraft	'85 29,750
36' Cape George NICE	'90	152,000				29' Silverton	'05 26,000
36' Islander Freepoint	'79	65,000				28' Penn Yan	'80 18,000
36' Islander	'75	39,000				28' Tolly Craft	'72 17,500
36' Custom Schooner	'72	39,000				27' Grady White	'98 85,000
36' Catalina	'92	84,000				26' Clipper Craft	'86 11,500
35.51st. Beneteau 92	'92	89,000				25' Chris Craft Romer	'58 19,900
35.5 Hunter	'91	59,500				25' Bayliner	'85 16,500
35' Island Packet	'92	139,000				24' Bayliner	'01 39,000
35' Rafiki	'80	59,000				24' Raddon	'88 25,000
35' Hay Scow "Sg Head"	'25	25,900				23' Blackman	'81 38,000
						22' Grady White	'88 28,000



46' SPINDRIFT, '83
Center cockpit cutter, 1983, 90hp Ford Lehman, 1000
hrs. Updated sail inventory, solid teak interior. Similar
to Kelly Peterson 46! Reduced to **\$165,000.**



48' CELESTIAL, '86
Center cockpit, repowered Yanmar,
hard dodger. Try **\$100,000.**



50' FD 12
75% finished. Fast offshore passagemaker, flush
deck, 4.5 kw generator, Ford Lehman main, both
low hours, radar, AP 6000, many new extras.
\$165,000.



33' HANS CHRISTIAN, 1989
Yanmar low hours, beautiful interior, satin finish,
radar, AP, roller furling, dinghy. **Asking 114,900.**
2 other 33s, from 99,000.



48' C&C LANDFALL, 1980
Rebuilt Perkins 4236, 3 staterooms, 7.5 kw Onan, radar,
AP, GPS, raised saloon.
\$139,000.



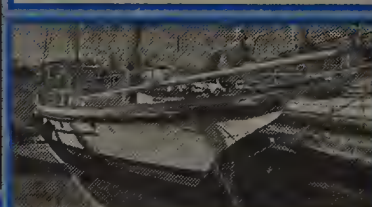
45' LIBERTY 458. Loaded with cruising equipment,
Perkins 4-236, Hood Vectran sails, quality crafted teak
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44' CHERUBINI, 1980
Bristol has been continually upgraded. She is the only
one on the West Coast. Built in America. **\$450,000.**



38' MORGAN, 1979
Yanmar diesel with low hours, new dodger, stall
shower, large galley, Sausalito slip. **\$49,000**
Also: **MORGAN 38, 1993, \$129,500**



47' VAGABOND, 1984
Bristol, isomat aluminum spars, Perkins 4236 with
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37' HUNTER LEGEND, 1987
Interior very light and airy. Two full cabins,
Yanmar with 400 hours, new dodger. **Pristine!**
\$74,900.
Also: **HUNTER 35.5, 1991, \$59,500.**

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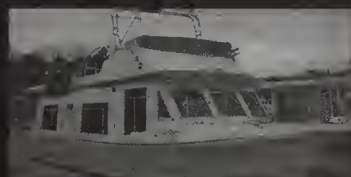
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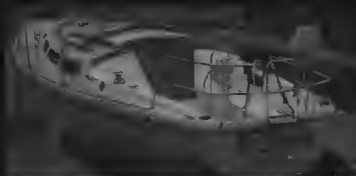
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45' CHRIS CRAFT yacht home. F/B & lower helm, huge sun deck, covered cockpit, big 14' beam, 2 staterooms, twin 454s, gen, radar. Asking \$79,500.



45' STEPHENS CLASSIC RAISED DECK CRUISER. Beautiful condition! Twin 120 HP Chvy. Crowns. 11' beam, p.a. cedar, bronze. She's on extra nice & well-loved Classic Yacht & a crowd-pleaser. Asking \$90,000.



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31' LOA H-28 KETCH. L. Francis Herreshoff's legendary full keel cruiser. Spinnaker, I/B, AP, head, galley. Mahogany on oak, lead ballast, full cover, BEAUTIFUL! Asking \$22,000.



43' STEEL MOTORSAILER ketch by Alsmear Langoroor Shipyard of Holland. 4-236 Perkins dsl, P/H, 2 helms, fore cutaway, full keel cruiser. Substantially completed refit. Needs cosmetic work. \$47,750.



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SAIL

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48' OA, 36' 00, Classic. 1937 Gaff yawl, dsl, warmth & charm Ask 30,000
43' LOO, ALDEN SCHOONER at Lake Tahoe. 1931, teak decks, dsl, more. Charter business opportunity. Asking \$5,000
41' BLOCK ISLAND CTR. Dsl, roller furl, wheel, Dbl-ended, Beaut. interior, tough cruiser w/great potential. Ask 49,500
39' DANISH KITCH, double-ender, dsl, big and strong Try 29,000
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35+HISTORIC HAY SCOW Sloop, Hicks engine, much charm & great down below. Office/Home? Asking 35,000
34' ANGELMAN Sea Witch ketch, dsl, wheel, AP, traditional beauty ... Ask 24,950
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33' RHODES WINDWARD, famous design, sloop, I/B Asking 12,000
30' HUNTER Slp, dsl, F/G, spinn. 13,500
30' LANCER Slp, dsl, F/G, spinn. 13,500
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26' S-2 Slp Dsl, glass center cockpit, aft cabin, Avon & mtr & more. 17,500/ask
25' CATALINA Slp, O/B, furling, AP, GPS, VHF, depth, 4 sails Asking \$7,500
24' ED MONK, Sr., classic '47 sloop, dsl, nice w/much recent work. ... Asking 8,500

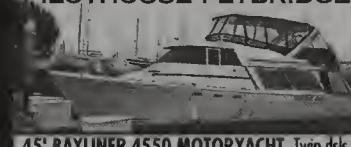
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70' EUROPA TYPE TRAWLER, Con. built, loaded & in excellent condition. Economical Cummins V-12 power. An outstanding vessel Asking 199,000
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29' TOLLYCRAFT BRIDGE DECK cruiser, twins, just hauled, runs well, BARGAIN! 7,900

29' UNIFLITE Solly Dog H/T Sports Fish w/gear, radar, platter, AP, etc. Rebuilt twins, LOADED! Ask 34,500
29' WELLCRAFT EXPS. Cruiser. 350s, shower, galley, down rig & more. Ultra clean and ready to go! Asking 27,950
28' BAYLINER 2850, '87, new V8, F/B & P/H helms, more, clean 26,900/offr
28' OWENS H.T. EXPR., 350 V8 8,500 ask
28' CARVER, nice/roomy, O/O 12,950
28' CLASSIC DEWEY EWERS sedan cruiser, V-8, show winner 75,000
28' CHRIS CRAFT Cavalier, nice 12,000
26' BAYLINER 2352 TROPHY, '00, trlr, o/d, only 10 hrs on clock! 38,500
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25' YARD TUG, Detroit dsl, wood 8,000
23' FORMULA THUNDERBIRD w/trlr, V8, GPS, VHF, depth, downriggers, chart platter & more Asking 12,000
22' CROWNLINE CUDDY w/trlr, 350 Cabre V8, very sharp Asking 16,500
20' SEA SWIRL, '96, trlr, 22 Shp. 23,000

PILOTHOUSE FLYBRIDGE



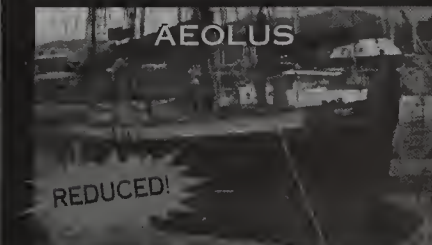
45' BAYLINER 4550 MOTORYACHT. Twin dsls, genset, 3 stirms, solar, 2 helms, full galley, super sundeck, full canvas & electronics. Great cruiser. Alaska? Mexico? Go where you wish! Asking \$208,500.



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